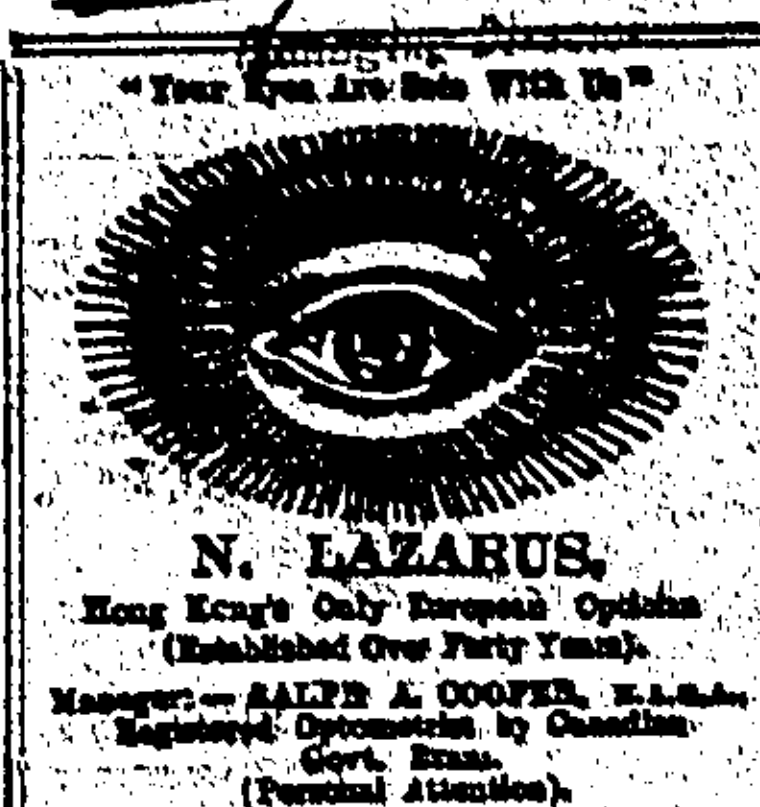


MAISON'S
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SAUCE.

Hongkong Daily Press

ESTABLISHED 1857.

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No. 22 010

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HONG KONG, WEDNESDAY, JANUARY 30th, 1929.

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TIME-TABLE.

UP TRAINS

STATIONS	No.1 A.M.	No.2 A.M.	No.3 A.M.	No.4 A.M.	No.5 A.M.	No.6 A.M.	No.7 A.M.	No.8 A.M.	No.9 A.M.	No.10 A.M.	No.11 A.M.	No.12 A.M.	No.13 A.M.	No.14 A.M.	No.15 A.M.	No.16 A.M.	No.17 A.M.	No.18 A.M.	No.19 A.M.	No.20 A.M.	No.21 A.M.	No.22 A.M.	No.23 A.M.	No.24 A.M.	No.25 A.M.	No.26 A.M.	No.27 A.M.	No.28 A.M.	No.29 A.M.	No.30 A.M.
Kowloon Dep.	6.40	8.05	8.30	9.08	9.15	10.06	10.10	1.10	1.15	2.35	2.40	3.20	3.40	4.40	4.55	5.40	5.55	6.40	6.55	7.40	7.55	8.40	8.55	9.40	9.55	10.40	10.55	11.40	11.55	12.40
Yamat Dep.	6.49	—	—	—	—	9.25	10.07	10.12	1.12	2.32	2.42	3.22	3.42	4.42	4.57	5.42	5.57	6.42	6.57	7.42	7.57	8.42	8.57	9.42	9.57	10.42	10.57	11.42	11.57	12.42
Shatin Dep.	7.01	—	—	—	—	9.38	10.20	10.25	1.25	2.45	2.55	3.35	3.55	4.55	5.00	5.45	5.55	6.45	6.55	7.45	7.55	8.45	8.55	9.45	9.55	10.45	10.55	11.45	11.55	12.45
Taipei Dep.	7.15	—	—	—	—	9.50	10.33	10.43	1.48	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Market Dep.	7.20	—	—	—	—	9.58	10.37	10.47	1.59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shatin Dep.	7.30	—	—	—	—	10.10	10.47	10.57	2.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shatin Dep.	7.35	—	9.07	9.45	10.15	10.53	1.02	2.07	—	3.45	3.54	4.33	4.53	5.33	5.48	6.33	6.48	7.33	7.48	8.33	8.48	9.33	9.48	10.33	10.48	11.33	11.48	12.33	12.48	13.33
Shatin Dep.	7.41	8.45	9.13	9.51	10.21	10.58	1.08	2.13	3.05	3.31	3.30	4.29	4.59	5.39	5.48	6.39	6.48	7.39	7.48	8.39	8.48	9.39	9.48	10.39	10.48	11.39	11.48	12.39	12.48	13.39



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THE WOMAN'S CORNER.

ALL ABOUT BRIDGE COATS.

[By JACQUELINE HOWARD.]

For a really kind fashion, that treats the young and the not so young, the affluent and the impecunious with equal generosity, it would be hard to find anything better than the bridge coat.

The most alluring of these short coats begin by being part of an ensemble, which is to say that they match one particular dress in fabric or colour. But the woman who is really clever over her wardrobe will wear it successfully with at least one other frock as well.

Lovely as the patterned fabrics have been and still are, their extreme popularity is tending to make people tired of them, and the newest little coats, like the frocks beneath them, are more often in plain material than not.

possesses of making a rather large wearer look less large.

Tulle coats make up for their lack of adaptability by their exquisiteness, and are often sewn with paillettes in an amusing design to make them just a little different from their matching frock. Crystal is also very lovely with tulle in all colours, and particularly in white or black.

Most of the bridge coats come about as far as the hips, and keep their outlines fairly straight; but some of the more diaphanous ones continue to the hem of the frock, and they have greatly varied ideas about sleeves.

Some of these are very wide and are edged with a deep cuff of dyed

BRIDGE COATS.



A group of the pretty bridge coats which are so fashionable this season. On the left is a coat of multi coloured printed georgette with collar and cuffs of black foxglove fur. That on the right is of richly patterned chenille, while above is a practical little coat of black velvet with the collar and pockets trimmed with coloured striped velvet.

Brocades and lamés, both patterned and plain, have been used for these coats for quite a long time, and still look very well on a great many people.

The use of taffetas for the purpose is newer, and as it is not one of these supple, self-draping materials which lend themselves happily to very simple lines, the taffeta coats are pinched in a little at the waist. This produces a faint flavour of the Eighteenth Century, which can be exceedingly charming on a slender figure.

Wise Choice.

Georgette is used a great deal, too, and this is wise, because you can wear a georgette coat over a dress of velvet or satin, of crepe, romaine, or the same georgette; whereas velvet, satin, and taffeta are more capricious about their companions. Another point in favour of georgette is the capacity it

has. Some of them are fairly tight all the way down, and end in a pointed cuff which reaches half way up the back of the hand; and some of them have long hanging ends like the sleeves of the Middle Ages.

A Transformation.

It is quite possible for a dress which is obviously intended for formal evening wear, by itself, to become very appropriate for the afternoon under a little coat; but only if the fabric and the neckline of the frock will adapt themselves to the transformation.

For evening wear, they fill the disparity between the semi and the full evening dress with considerable grace. They enable the woman who hardly feels huddling over the fire or wrapping herself up with unbecoming garments; and they are exceedingly kind to the not-so-young.

"FISHY" ART.

For centuries Japanese artists have realised the artistic possibilities of fish; their exquisite coloured woodcuts of finny subjects are deservedly famous. An American artist now paints nothing but under-the-sea scenes. Working in a diving-bell he achieves marvellous effects of "twenty fathoms down." Fish naturally feature largely in his most interesting and beautiful pictures.

Some of the newest bathrooms are being decorated with friezes and dados of shells and fish. Painted by hand, they provide plenty of scope for the artist decorator. In natural or conventional form they appear on screens and cushions and on nursery walls.

DO-TRY PIE.

Make a pancake pie, with just the ordinary egg-flour-milk pancakes. For the inside, mince a pound of lean beef, and fry it with a couple of tablespoonsful of butter, in which a Spanish onion has been just browned. Do not over-fry. When just cooked, mix it with two minced hard-boiled eggs, a teaspoonful of salt, half that amount of pepper, and a tablespoonful of Worcester-shire sauce, and at least a tablespoonful of melted butter. Then butter a deep fireproof dish, cover the bottom and the sides with your pancakes; then a layer of the beef; then another pancake. Bake, but not too much, indeed, only enough to secure homogeneity.

PENKNIFE PENCIL.

Small gold penknives with several blades, and a tiny pencil attached at one side have just appeared on the London market. The pencil is made on the screw principle and has space for refills, while the knife can have several useful additions, such as scissors and a corkscrew.

SUGGESTIONS FOR DECORATING THE NECKS OF DRESSES.



1. A band of plain cloth outlines the one-sided neck opening and continues into a "bookmark" end on a checked jumper.
2. A plain linen collar is worn inside the "curate" collar of a cloth dress.
3. The modified Robespierre collar of a stocknetto frock is embroidered in coloured wool.
4. A kerchief collar of Shantung silk embroidered in tomato and amber coloured silk follows the line of the V yoke on a brown "crêpe de laine" gown. The darts which follow the same line are a valuable feature in fitting a full figure besides being decidedly decorative.
5. A narrow ruffled tie is slipped through slots in a tweed dress.
6. A yoke "empiement" which buttons to the throat.

IT PAYS TO BE IMPATIENT.

NOVEL VIEW OF A COMMON FAILING.

[By LADY NORAH SPENCER-CHURCHILL.]

Impatience is an art that is much underrated. Impatient people are the salt of the earth. Watch an impatient man; he has only to appear, and every member of his family is immediately at his disposal. They leave everything they are doing to attend to him; he has made a virtue of impatience.

Think of the attention shown to an impatient woman in a shop. The shopwalker hovers near her, the shopgirl is steeped in activity, her whole mind is concentrated on how to serve the type of woman expeditiously and well—be quick of her. Impatience wins all along the line.

In the home the cook stands to attention beside her saucepans, the fish is done to a turn, the cutlet is brown and the gravy rich and seasoned—all is as it should be awaiting the return of the impatient man.

Better Cooking.

How different when the meek man returns to his home after wrestling all day with figures and business worries. His wife is indifferent, the cook slovenly, "anything" will do for them, his children are away enjoying a home-circle where impatience has produced good cooking. It is unfortunately true that he has married a good, patient woman.

Impatience should be practised for its own sake, and practised so assiduously that it becomes second nature, otherwise people will take you at your own valuation. If you study impatient people closely, you will find in them a force, personality, something to be reckoned with, in short, character; and character is one of the most dominating things in life.

Impatience can be nurtured to flow as easily as liquidity, it has mettle, depth, variation, understanding, and it is never dull. But you must cultivate your own particular type of impatience; then, indeed, one can be looked up to!

Woman's impatience takes a definite form. Hers is of a lighter and more deadly nature than man's. In two seconds by the lifting of an eyebrow she can turn a doctile home into a cataclysm of nerves. The household is on tenterhooks, the storm may pass, but it must not be underestimated, for it can only be arrested by oceans of tact.

A Superior Force.

Just as Nature endows insects with miraculous gifts for outwitting their pursuers, so impatience should be met in the same spirit. As an example, two impatient people react on one another, and in two seconds are as smooth as syrup; impatience is at its best surrounded by a coterie of home-loving, sensitive, sweet women, who bow before this superior force.

As I have said, impatience pays; get the best things out of life, loyal service, immediately personal attention, the reputation of character, and a world falling over itself to wait on you!

MORE GENERAL KNOWLEDGE.

What are the stages in the development of (1) a butterfly, (2) a frog? (1) A caterpillar is the first stage; it then turns into a crystal, and finally into a butterfly. (2) A frog is first a toad and then a frog.
Coup d'Etat—A blow that was past and done with.
Translate *chemin de fer*—Chimney on fire.
William the Conqueror had Bibles printed in the Revised Version.
Finally, someone in search of knowledge asked:
"Is a dialogue for four people called a catalogue?" D.

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TRINITY COLLEGE OF MUSIC, LONDON.

LOCAL EXAMINATIONS
MAY, 1929.

The last day of entry for forthcoming Examinations is

THEORY AND PRACTICAL
will be 11th FEBRUARY.

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BATHING PLACE FOR MOTORISTS.

PROJECT OF HONG KONG AUTO ASSOCIATION.

REVIEW OF A YEAR'S PROGRESS.

There was a good attendance at the annual general meeting of the Hong Kong Automobile Association which was held yesterday evening in the boardroom of Messrs. Jardine, Matheson & Co., with Mr. P. Hodgson in the chair.

Addressing the meeting the Chairman said the membership of the Association showed an increase and the funds were in a very satisfactory state. The balance at the end of the financial year remained approximately the same although the expenditure had increased by about \$1,500, which was provided from greater revenue. The entire expenditure was due to increased facilities afforded to members.

There was no need to call attention to the very large increase in the number of private motor cars in the Colony during the last twelve months. Once had only to go during the middle of the day to park for oneself. The question of parking cars was in every city in the world becoming an alarming one and had locally given the Committee much anxious consideration. It would be for the incoming Committee to further consider the matter.

Pedestrians And Prams.

Apart from private cars, public cars and taxis had to be provided for. With all these cars and the numerous buses, motoring in the limited spaces in the City had become such that the most careful and considerate driving was absolutely necessary if accidents were to be avoided and the Committee had taken up with much thought and care, the matter of road improvement from widening to the enlargement and cutting of corners.

Members appreciated the many improvements that were slowly converting these streets, which were built for rickshaws, pedestrians and perambulators into—although perhaps not racing tracks—fairly respectable motor roads. All the credit for this was not due to the Association as they owed a great deal to the wise and thoughtful decisions of the Roads Department of the Public Works who so courteously considered any recommendations the Association put forward.

Praya East Roads.

When the wide 75 and 100-foot roads were opened on the new Praya East Reclamation and carried through from Arsenal Street to Shaukiwan, any old resident returning to this Colony would find a splendid and amazing transformation. For such improvements to a city like this, motoring was entirely responsible and an association such as this was an essential acquisition to the Colony. It benefited motorists and to assist the "powers-that-be" in bringing about the much needed improvements.

It was nothing more than the duty of every man and woman owning a private motor car to lend some little support to the efforts made on their behalf. There were many who were not yet members of the Association and he appealed to those to join and not to retort, "What do I gain by joining?" but to think a little.

He met a man the other day with whom he discussed the parking of cars and he said that he always parked his near the City Hall because, he said, "I knew my car will be looked after with the A. A. Patrol there." The speaker replied, "Yes, that is one of the advantages of being a member." I was horrified when he answered, "Oh, I am not a member."

Free Legal Advice.

Two years ago, the Committee arranged for free mechanical and legal advice and a number of members had availed themselves of the privilege.

During the last year the A. A. Patrols had been increased in number and they were undoubtedly useful. He advised members however to put the Association Badge on their cars if they had not already done so as patrols had instructions to give such cars special attention and care.

Traffic regulation had been a matter that had constantly come before the Committee in 1928 and although it was not perfect, he ventured to say that in this congested city it was very good. The small number of accidents was a fair test.

Decorated Car Procession.

Another matter to which the Committee had given much attention was the possibility of providing bathing facilities from distant shores accessible mainly to Motorists and he was glad to say that a very suitable site had been granted to members by the Government near Castle Peak where it was proposed to put up a bathing pavilion of substantial structure for the use of members. It was hoped that a similar arrangement may be made on this side of the harbour. They would remember the excellent motor car exhibits in the recent Tattoo which evinced great interest. Similar projects will be put forward.

(Continued on next Column).

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., CAPTAIN SUPER-INTENDENT OF POLICE.]

General Inspection.

A general inspection of the whole Police Reserve by the Hon. Captain Superintendent of the Hon. Commissioners of Police will take place at the Central Police Station on Thursday, January 31st, at 5.15 p.m. sharp. All members are to attend. Dress: Winter uniform, belts without frogs. No cap covers and no truncheons.

Chinese Company.

STRENGTH. Constable R33 Johnson Sim has been permitted to resign having completed one year's service with effect from January 15th, 1929.

SIGNALING.

The Signalling Squad will attend at the Company's Headquarters for instruction in Morse and Semaphore under Mr. R. C. Wilson on Thursday, January 31st, at 6.45 p.m.

"FIRST AID" TO THE INJURED. Class for instruction in First Aid will be held at the Company's Headquarters on Wednesday, January 30th, at 5.30 p.m. sharp.

CHINESE NEW YEAR HOLIDAYS.

All instructional classes and parades for members of the Chinese Company will be suspended after Thursday, January 31st, until Wednesday, February 20th.

Indian Company.

PARADE. The Indian Company will parade at Police Headquarters on Tuesday, February 5th, for drill under Sergeant P. Condon. Fall in at 5.30 p.m. sharp. Dress: Blue uniform, belt and caps without cover.

Flying Squad.

STRENGTH. Dr. G. H. Thomas, Assistant Superintendent of Police (R.) is permitted to resign upon completing one full year's service with effect from January 23rd.

PROMOTION.

Crown Sergeant R333 B. C. Randall has been appointed Sub-Inspector and to be in command of the Flying Squad Section.

SPECIAL NIGHT PATROLS.

Members of the Hong Kong Section will parade at Central Police Station on Tuesday, January 29th, and on Sunday, February 3rd, for special night patrols. Fall in at 8 p.m. sharp. Dress: Winter uniform.

The weekly instructional patrol of the Kowloon Section will take place on Tuesday, January 29th. Fall in at the Tsimtsatsui Fire Brigade Station at 5.30 p.m. sharp. Dress: Winter uniform.

There will be no instructional patrol of the Hong Kong Section on Thursday, January 31st, owing to the General Inspection of the whole Police Reserve.

Sharpshooters Company.

MOTOR PATROLS. Motor patrols will be carried out on both the Hong Kong and Kowloon sides on Wednesday, January 30th, at 9 p.m. The Kowloon patrol will assemble at the Star Ferry Wharf, Kowloon, at 8.45 p.m. under Crown Sergeant Field.

The Hong Kong patrol will assemble at the same hour at Police Headquarters.

GENERAL INSPECTION.

All members of the Company will assemble at Police Headquarters on Thursday, January 31st, at 5 p.m. A photograph of the Company will be taken at 5 p.m. Uniform as per notices sent to each man.

"DEFENDU" CLASS.

This will be held on Monday, February 4th, at Police Headquarters at 5.30 p.m. under Sergeant R. J. Hunt. Uniform optional.

REVOLVER PRACTICE.

Revolver practice will be carried out at Kennedy Road Range on Sunday, February 3rd, at 10 a.m. Members will assemble at the range at that hour with belts and holsters with revolvers. Uniform optional.

(Sgd.) D. L. KING,
D.S.P. (R.).
Hong Kong, January 29th, 1929.

hope be forthcoming. I can suggest a mammoth day-light decorated car procession on some festival day—also, a motor car show would be interesting.

"I think my term of office as President of this Association has marked a successful year," he concluded, "not due to anything I have done, but to the hard work of others. It is customary at these meetings to throw bouquets about but I am not going to do so. I will gather them all up and present one big bunch to our hard-working Honorary Secretary, the Rev. Mr. Updell."

The Officers.

The following officers were elected for the ensuing year:—President, Mr. Ho Leung. Vice-President, Mr. L. Bellamy. Committee:—Messrs. W. J. E. Mackenzie, C. M. Manners, C. P. Marcel, M. K. Lo, P. Todd, E. J. Spradbury, C. Wilson, A. E. Stevenson, J. Smith, and Tregillus.

CORRESPONDENCE.

THE CLAIMS OF CHRISTIAN SCIENCE.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—With reference to recent correspondence on the subject of Christian Science lectures, I enclose an editorial from the *Christian Science Watchman* on this subject, which may be of interest to your readers, as it sets forth the viewpoint of the Christian Science Parent Church—Yours, etc.,

ONLOOKER.

Hong Kong, Jan. 28th, 1929.

WHAT IS A CHRISTIAN SCIENCE LECTURE?

"A Christian Science lecture involves far more than the formal recitation of a statement of the letter of Christian Science, or a formulated oral argument based upon the theory of the unreality of matter and disease.

"To be effective, a lecture must be a spontaneous, inspirational voicing of the Word of God to meet the need of those gathered together for spiritual food and drink. A Christian Science lecture which is a formulated out-and-dried effort to analyze materially the teachings of Christian Science is barren of results beyond those which come to a hearer because of his own revitalizing of the letter of the presentation through his inspirational hope and spiritual expectations.

"A body of 'lecturers' who 'organize' to establish rules by which fees may be maintained and profits safeguarded naturally reverses the original standards of their work and their efforts become largely a dreary, mechanical routine of words minus the vital, spontaneous, and inspirational element which alone justifies their effort."

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—Kindly permit me to refer to the correspondence on Christian Science which appeared in your columns, yesterday.

It is admitted by "H." that he is no friend of Christian Science and he says that his purpose is "to warn people of the falsity of the thing." In order to do this right he has set himself the impossible task of proving the teachings of Jesus Christ and the Holy Bible to be false, for it is on them that Christian Science is predicated. The purpose of the Christian Science movement, as founded by Mary Baker Eddy, is "to commemorate the word and works of primitive Christianity and its lost element of healing" (Manual of The Mother Church, p. 17). I submit that no one is in any need of being warned against such a purpose, but rather they should be invited to investigate the subject for themselves.

The harsh remarks made by "H." about the book entitled "The Life of Mary Baker Eddy," and the comments on its author, do not in any way disprove the contents of that volume, which Mrs. Eddy herself clearly states to be the truth about her many experiences which finally lead to her discovery of Christian Science—Yours, etc.,

W. H. ADLER.

Christian Science Committee on Publication for Hong Kong.

Hong Kong, Jan. 28th, 1929.

ST. STEPHEN'S HALL.

CHRISTIAN ASSOCIATION ANNUAL MEETING.

The Annual Service of the Hong Kong University Christian Association was held last Sunday in St. Stephen's Church.

The Vice-Chancellor, together with representatives of the Faculty and a large number of students attended the service which was conducted by the Rev. C. B. Shann (Warden of St. John's Hall) and the Rev. S. P. Tao (Pastor in charge of St. Paul's Church). Dr. Fok assisted at the organ.

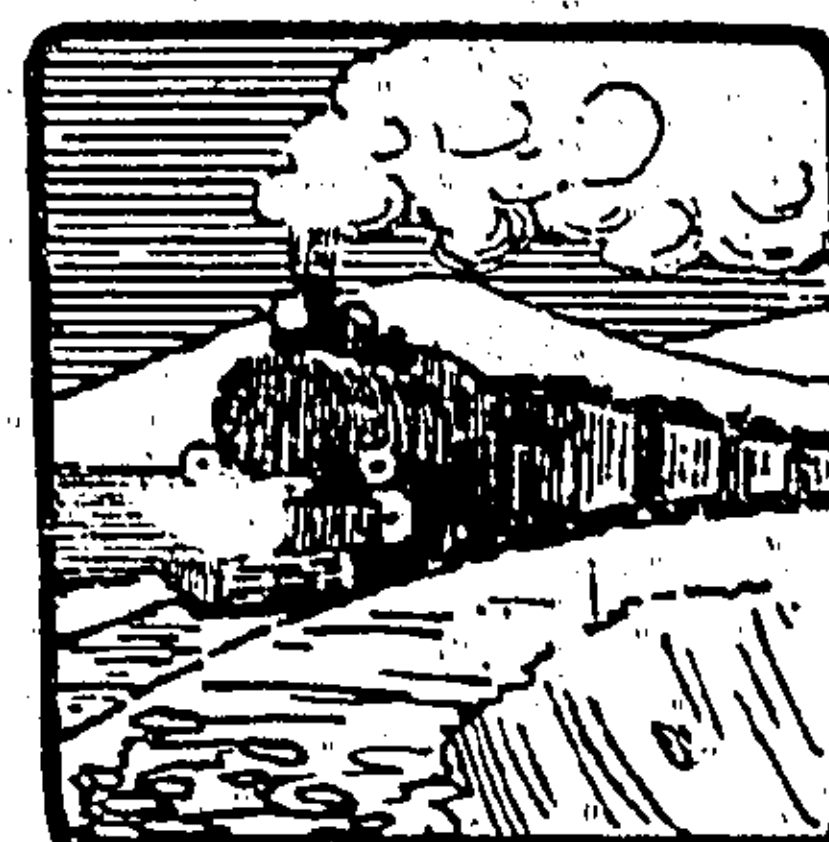
A most interesting address was delivered by Dean Alfred Swann on the subject of "The Real Meaning of Christianity," which he said was nothing less than "friendship with a person." That person being Christ, who Himself called His disciples to be His friend.

The next meeting of the H.K.U. Christian Association will be held in St. John's Hall, The University, on Sunday, February 3rd, at 9.30 a.m.

Two representatives from the World Student Christian Federation which has just met in Lahore, India, will address the gathering. They are Miss Kuan, Mei Yung (Hon. Sec., Y.W.C.A. of Keningchi University) and Mr. Chang Hai Tang (Nanking University).

Visitors are welcome.

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Make "Ovaltine" your daily beverage in place of tea, coffee, etc., at and between meals. Then you can face this weather with abundant strength and vigour to resist all ills.

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SHANGHAI RIVER PIRATES.

BANDITS TAKE TO THE BOATS.

Shanghai (U.P.).—Finding the armed robbery of stores and homes increasingly dangerous and unprofitable, many gangsters of this city have now turned their attention to the long trains of passenger junks towed to and from various cities linked with Shanghai by river, canal or creek. Not that the Foreign Settlements and Chinese areas of Shanghai are rid of these desperadoes. No! Shanghai still averages five armed holdups and one kidnapping a day, but merely that a section of Shanghai's underworld has turned its attention to inland watercraft and is finding the change well worth while.

In the month of January, nine such holdups were reported. Passengers laden with the fruit of months of toil, returning to their home towns on the coast or in the interior, have been robbed of their money, jewels, clothing and even bedding, for on craft of this type each passenger must carry his own sleeping equipment. Gifts for the home folk, money that might have gone toward lifting the mortgage on the old homestead, toothsome de-

licacies for the little ones, or foreign-style headgear being conveyed home to give the girls of the village a thrill—nothing escapes the greedy hands of the pirates.

The bands operate in groups of from 10 to 40 men, most of them armed with pistols or revolvers. They usually board the launch-towed "closed" boats as passengers, minus their firearms. At one of the stops en route, the pirates' own craft is brought alongside, presumably to take a ride on the end of a boathook. The pseudo passengers leap into the sampans, pick up their weapons and then board the tow junks again, this time on business. The train is halted, all passengers and their belongings searched for loot, and the band departs in its own boat. There is no resistance. There is nothing the victims can do, as a rule, due to the absence of an efficient water police.

The Chinese authorities here are making efforts to stamp out this preying on inland river craft, and plan to double the present small force known as the Kiangsu River Police, but with Shanghai and other nearby cities increasing precautions against armed desperadoes, it is likely to be some time before the armed robbers who have turned pirates will be compelled to give up their new source of income.

PICKETS' IRON HAND.

SEVERE SENTENCES OF CANTON COURT.

RIGOURS OF THE ANTI-JAPANESE BOYCOTT.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, January 29th.

Sentences of two and a half years' hard labour have been imposed, by the Special Canton City Court, on four Chinese, the Shang, Wan, Tak Yung, On, Tak Chiu and Li Kam Tung for trying to smuggle goods into the city.

The four men were apprehended some time ago by one of the Boycott pickets, detained by the police and brought to trial.

On being convicted of violating the rules and regulations of the Boycott Committee the prisoners were denounced by the Court as "selfish reactionaries, ready to sell their birthrights for a mess of pottage." The Court added: "You are greedy, unpatriotic men, who have no scruple in trying to amass wealth by illegal means. In addition to their imprisonment they are to have all their property confiscated and to be deprived of their rights as citizens of the Republic of China for five years."

The Boycott Committee has made an announcement to the effect that it hopes that the severity of these sentences will act as a deterrent to all would-be smugglers during this "rigid boycott period."

PICKETS' INCREASING VIGOUR.

The boycott is being prosecuted with increasing vigour not only in Canton but throughout Kwangtung and Kwangsi. Seizures of "undesirable goods" are being made daily in large numbers and the Committee is doing everything it can to make the boycott air tight. Last week-end 600 sacks of chemical fertilizers, valued at \$15,500, were captured in the Sun Tak District and brought to Canton for investigation. The Committee have promised that if it can be proved that the goods are not of Japanese origin they will be returned to their lawful owners, but if that cannot be proved the goods will be confiscated and the people from whom they were taken severely punished.

The Committee has circulated the whole world with a very lengthy document denouncing the "positive policy" in China of the Japanese Government and saying that the boycott is a just reprisal for past actions of Japan.

KUOMINTANG IDEAS.

PROVINCIAL CONFERENCE AT CANTON.

"THE PEOPLE'S PARTY."

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, January 29th.

The Kwangtung Third Kuomintang Conference is now in session in the Assembly Hall of Provincial Headquarters, which overlooks the East Parade Ground. All the Kuomintang Branches in the Province are represented, the delegates numbering 121. General Chen Ming Shu, Chairman of the Provincial Government, Mr. Fung Cho Man, Commissioner of Finance, and others have given addresses outlining the policy of the Kuomintang and its relation to the Government. The Central Executive Committee of the Kuomintang at Nanking is represented by Mr. Po Liang Chue, who also spoke.

The Conference is notable for clear statements of the activities and aims of the Kuomintang. The Kuomintang, according to one speaker, is the people's party and is, therefore, guided and controlled by the people. It is the instrument by which the aspirations and ideals of the people will be realized. Past mistakes of the Party were frankly discussed, practically all the speakers dwelling on the mischievous activities of the Communists and the part they had played in past dissensions.

MARSHAL LI TSAI HSIN.

RETURNING TO CANTON NEXT MONTH.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, January 29th.

Marshal Li Tsai Hsin will return to Canton from Nanking early next month, according to information from official circles. Marshal Li has completed his mission up North, and the Military Reorganization and Demobilization Conference was formally closed on the 26th of this month.

Marshal Li has telegraphed Canton that he is thoroughly satisfied with the results of the Conference, and when he returns, the Liang Kwang Provinces will jointly tackle the problem of disarmament in accordance with the decision of the Nanking Conference.

"SINKING OF THE HSIN WAH.

CHIEF OFFICER JACOBSEN THROWS LIGHT ON THE TRAGEDY.

A BAMBOO STOOL KEEPS HIM AFLOAT.

RESUMED INQUEST PROCEEDINGS.

At the third day sitting of the inquest into the s.s. Hsin Wah disaster, the evidence of Mr. Jacobsen, Chief Officer of the vessel—the only European among the few survivors—threw light on the conditions on board the ship after she had struck Table Rock on the northerly point of Waglan at 3.40 a.m. on January 16th. Mr. Jacobsen was washed overboard by a heavy sea, and, assisted by a bamboo stool which happened by chance to come his way, he kept afloat until long after daylight when he was rescued by a fishing junk.

This evidence was given late in the afternoon yesterday. Earlier evidence concerned mostly the investigations into alleged delays in receiving and transmitting messages about the grounding and sinking of the vessel. Mr. Hast, the lighthouse keeper at Waglan, was recalled to the witness box to explain inconsistencies between his evidence regarding despatch of messages and that given by a radio telegraph operator and a telegraph engineer who translated the spool of tape in use on the machine that morning. Mr. Hast also produced part of a spool of tape in use on his machine at Waglan, a translation of which is to be produced at the next hearing.

THE SCENE ON THE BRIDGE.

Mr. R. E. Lindsell is sitting as Coroner at the inquest with Captain A. W. Davison and Messrs. J. W. C. Bonnar and Wong Kwong Tin as jurors.

Mr. M. M. Watson (of Messrs. Hastings, Denny and Bowler) is watching proceedings on behalf of the China Merchants Steam Navigation Company, owners of the vessel.

In the forenoon, Mr. T. W. H. Hasegood, Assistant Harbour Master, gave evidence of proceeding to the scene of the wreck on No. 4 police launch at 11.30 on the morning of the disaster, proceeding by way of Lamma Channel to Waglan.

On approaching the wreck, witness said that he saw a number of bodies, some alongside, and for the reason that the heads were all submerged he concluded they were dead.

In reply to the jury, witness said that he first heard of the sinking at about 9.30 a.m. from Lieut. Comdr. Hole, the Harbour Master. Witness explained that one of the primary objects of his visit was to locate the wreck and to save life if possible. Although the stability of the launch was not questioned, witness considered that it was risky for a launch to venture out under the conditions obtaining that day.

Questioned further by Mr. Watson, witness said that only by a bit of luck could any boat have been launched from the wrecked ship that morning. Once the boats were launched, the chances of survivors getting away in that sea were small. Their chances on a raft would be very poor indeed.

Mr. Watson mentioned that two divers had been sent down to determine how many lifeboats, if any, had been left at the davits. The weather was rough, had been rough since the wreck, and it had not been possible for the divers to proceed with the work.

Douglas Steamer Officers' Evidence.

Mr. E. W. Lawson, Second Officer of the Douglas steamer Haining stated that his ship left Swatow at 4.45 p.m. on January 16th, the Hsin Wah having already left that port. At 3.55 a.m. on January 16th he "picked up" the Waglan light, the ship then being 15 or 18 miles east of the light. By 4.30 a.m. witness must have been still 10 miles off Waglan. At that distance he would have noticed rockets if they had gone up to any height, but if they were fired behind the lighthouse the glare from the light would make detection difficult.

In answer to the Coroner, witness said there were two wireless operators on the vessel, but unless special instructions were given by the Captain they would have been off duty at 10 p.m. until the following morning. If the sinking of the Hsin Wah had been broadcast round about 5 o'clock, it would not have been picked up by the Haining.

Witness was of the opinion that an ordinary life-boat, provided that it had been properly handled and not overloaded, could have got away after launching even on that sea.

Mr. W. B. Pathy, Chief Officer of the s.s. Haining, stated that he relieved the last witness at 4 a.m. At 4.54 a.m., the ship was about seven miles from Waglan. Witness saw no rockets fired from the neighbourhood of Waglan lighthouse that night, with a hazy horizon, witness thought he would not have seen rockets fired more than five miles away. Witness further thought that it would have been very difficult to have safely launched a life-boat in such a sea. The success of the operation would depend mostly on luck.

Water Police And Wireless Message.

Sergeant Youe, recalled, produced the occurrence book recording the messages received at the Water Police Station from the Harbour Office at 5.15 a.m. stating that a vessel was on the rocks about a

quarter of a mile north of Waglan. Witness said he made the entry at about 5.30 a.m., and he was still convinced that he had received no word that the ship had sunk.

Inspector E. W. Andrew, in charge of the Water Police Station, stated that Sergeant Youe woke him at 5.20 a.m. with news of a vessel in distress. There was no mention of a ship being sunk or in a sinking state. Witness produced a rough message which he gave to Sergeant Youe with instructions that it be wireless at once to No. 4 police launch.

Leung Ping Kwan, wireless operator at the Water Police Station, said that he was on duty from midnight till 6 a.m. During that time he had communicated with the No. 4 police launch at midnight, 2 a.m. and again at 4 a.m. On receipt of the message at 5.30 a.m. from Sergeant Youe, witness tried to call the launch till 6 o'clock, but failed. It was not till 6.12 a.m. that the man who relieved him succeeded in getting a reply. Witness added that he could give no explanation why he could not get a reply from the police launch. The wireless apparatus was in proper working order and atmospheric conditions were good.

Adiman bin Kitchell, the operator on No. 4 police launch, said he was on duty from 4 to 8 o'clock that morning. At 4.12 a.m. he called up the Water Police Station and got through without difficulty. Witness was sure that there was no call between 5.30 and 6 a.m., and at that time he was awake.

Questioned by the Coroner as to what reason he could give for the message between 5.30 and 6 a.m. not being picked up, witness said that probably the batteries were run down. He had changed the batteries at 6 o'clock, a process which took only about one minute. Witness was unable to give any explanation why the second man could not get him till 6.12 a.m. It was only when witness himself called up the Water Police Station at 5.15 a.m. that he received Inspector Andrew's message. Between 7 and 8 a.m. witness added, he was very sea sick and lying down. The sea was rough.

Evidence On Machine Tape.

The next witness was Mr. F. A. Kemp, sub-telegraph engineer, who gave evidence regarding the spool of tape from the machine at the Hong Kong Radio Office. According to the tape there was a record of a weather message timed 2 a.m. from Waglan to the Observatory and the register bore an entry that the message was received at that hour. The next message was untimed, but was logged in the operator's register as taken at 4.08 a.m. Witness said that he had personally examined the tape and was satisfied that it had not been tampered with. Not a single word was recorded on it between the hours of 2 and 4 a.m. Witness was reminded of Mr. Hast's evidence in which he stated that between 3.40 and 4 a.m. the operator failed to take down his message and asked for repetitions. Witness said that if Waglan had called up the tape would have been switched on the machine. It was inconceivable that the operator would give "repeat" unless he already had a message to work on, which would have been recorded on the tape. When Waglan pressed the key the buzzer would work in the Hong Kong office, and it would be heard by everybody in the office.

The 4.08 a.m. message, witness continued, was badly formed—the spacing was bad, and only an experienced man like the radio operator who had already given evidence could read it. Witness himself had to spend more than two hours deciphering three messages recorded on the tape. Witness was satisfied that the transmitting apparatus was at Waglan and the cable were in proper working order that night. Witness added that he had received messages from Waglan including some from Mr. Hast himself.

Mr. Hast's Recollections.

Mr. W. F. Hast, lighthouse keeper at Waglan, was recalled, and asked whether, having heard what the radio operator and Mr. Kemp had to say, he could explain the inconsistencies between that evidence and his statement that he attempted to transmit a message which he failed to get through and was constantly asked to repeat.

Mr. Hast said that he knew of cases where operators took down messages by "sound" instead of getting the tape to work. From the time the ship grounded he had been tapping on the telegraph before he used the telephone. It was fixed in his mind that he attempted to do so, although it was a morning of confusion.

Witness continued that it was also impressed in his mind that between 6 and 5.30 a.m. he called up about six times and got no reply. The 5.25 a.m. message included a complaint of delay. Witness produced part of the spool of tape in use on his machine at Waglan which he stated bore a record of a message from the other end. The tape at Waglan was checked practically every day with the Observatory. Mr. Mayer and Mr. White (apprentice) were also qualified operators, but on that morning, witness handled the messages himself.

Referring to previous evidence by witness, Mr. Watson suggested that a heavy sea behind the vessel would have turned her round instead of the course being altered so as to enable witness to see the starboard light. Witness said he got the impression that the steamer was not aground when he saw the starboard light. In his opinion a heavy sea could not have turned her round.

MR. JACOBSEN'S STORY.

Second Officer Competent To Take Charge.

Mr. Peter Jacobsen, the only European survivor of the disaster, then entered the witness box. He said that he held an Eschonian certificate as master mariner, and was Chief Officer on the s.s. Hsin Wah. He had had eighteen years' experience on the China coast, eight of which have been in the service of the China Merchants Steam Navigation Company, owners of the s.s. Hsin Wah.

On the last voyage of the vessel, continued witness, she left Shanghai on January 13th and Swatow just after noon on the 15th. There were about 300 passengers and a crew numbering just over one hundred including the officers. The officers were Captain M. P. Jensen (Master), witness as Chief Officer, Mr. Kuo Ching Hui (2nd Officer), Mr. Campbell (Chief Engineer), Mr. Beveridge (2nd Engineer), and Mr. Salamunuk (3rd Engineer).

The second officer was engaged by the head office at Shanghai about the 2nd or 3rd January last and had done a voyage to Tsingtao and back to Shanghai. In the opinion of witness this man was competent to take watch.

On January 16th witness was on watch from 8 p.m. to midnight, at which hour he was relieved by Mr. Kuo Shing Hui. The ship was then about 40 miles from Waglan. It was expected that Waglan would be sighted between 2.30 and 3 o'clock.

Witness said that in changing the watch he showed the second officer the estimated position on the chart and told him to inform the Captain when Waglan light was sighted, or at any rate when the bearing was 130 degrees. Witness then went to sleep in his cabin on the lower bridge deck.

Captain On The Bridge.

Witness was aroused later—he had no idea what time it was—by the ship grounding. Getting some clothes on, witness went straight to the upper bridge where he saw the Captain and several other persons, but in the darkness he could only recognise the Captain. As witness came out of his cabin, he knew the ship was on the rocks north east of Waglan. The light was about four points on the port bow. The bow was pointing in a southerly direction. The Captain had told witness the previous evening that the ship was to go south of Waglan and enter by Green Island.

While on the bridge witness noticed that the engines were going full astern. The Captain did not give any explanation, but ordered witness to get life-boats and rafts ready and to send out distress signals, which instructions witness carried out. There were six life-boats, three on each side. There was great confusion among the crew and the passengers. No boats were at their stations.

In about half an hour the ship came off the rocks and started to move. It was swinging. The ship ground against the rock by the stern. The Captain then ordered the anchors to be let go. Witness went along the forecastle with a carpenter and carried out this order, letting the port anchor go first, and then the starboard anchor, and then slackening away both chains. Witness observed that the anchors held.

On returning to the bridge, witness heard the Captain's order to lower life-boats and rafts. Witness also heard the voices of the Chief and Second Engineer, though he could not see them in the darkness. Efforts were made to lower the boats on the starboard side, and witness saw two of them being let down. "Owing to the heavy list to starboard, it was impossible to lower the boats on the port side." On crossing again to the starboard side, witness saw the second officer.

ROUND THE COURTS.

CARS IN QUEEN'S THEATRE LANE.

POLICE TO STOP PARKING THERE.

Mr. Li Shui Ki, owner of car No. 311 was summoned yesterday before Major C. Willson at the Central Magistracy for causing an obstruction by parking his car in the lane beside Queen's Theatre.

An Indian police constable gave evidence said that the car was parked unattended in the lane for 20 minutes.

Mr. P. M. Hodgson appeared on behalf of the defendant, and also represented the Hong Kong Automobile Association. He said that according to his instructions the defendant only parked his car in the lane for about ten minutes while he went to see a doctor. As his Worship knew, the parking of cars was a very difficult matter in the middle of the day and there was no other handy place where the defendant could have parked his car. The road was a *cul de sac* and the car was certainly not obstructing anybody.

The C.S.P. Mr. Hon. Mr. E. D. C. Wolfe, C.M.G., was present in Court and said that serious complaints had been received from shop owners in the street who stated that the cars interfered with business, and that the shopfronts were obstructed. For that reason the Police had to move cars away. Objections had also been received from the Fire Department.

Recognised Parking Place.

Mr. Hodgson remarked that although not legally a parking area, it had become one by custom. If Mr. Wolfe now said that cars were not to park there, no doubt, he would issue notices to that effect, as the matter was also one of importance to the Automobile Association. Mr. Hodgson suggested that a warning might be given to the defendant.

The Magistrate concurred with this view and Mr. Wolfe expressed his agreement.

UNNECESSARY SOUNDING OF HORNS.

Mr. E. D. C. Wolfe also appeared as complainant against the driver of car No. 888 for unnecessarily sounding his horn. The C.S.P. stated that he saw the car pass along Arbuthnot Road between the Magistracy and the goal quarters, and although there was no car in sight the defendant continuously sounded his horn.

A fine of \$5 was imposed.

NEGLIGENT DRIVING.

Mr. C. Arnulphy was summoned for driving his car in a negligent manner on January 16th, and with failing to have proper lights. Sergeant George said that the defendant drove his car from Queen's Theatre to the Ko Shing Theatre at a speed of 28 miles per hour. The defendant admitted both offences and remarked that the matter of the lights was an oversight. A fine of \$10 was imposed on the first summons and \$5 on the other.

TRAMWAY SHARE SCORP CASES.

Chan Fuk and Poon Pui who are jointly charged with possession and uttering of scrip for 500 shares of the Hong Kong Tramway, Ltd., alleged to have been forged were again before Major C. Willson, on application of Mr. Murphy, A.D.C.L., the hearing of the cases was fixed for Monday next, February 4th at 2.15 p.m. (Continued at foot of next column.)

side, witness saw one boat already in the water, but he could not see the other. The third boat was in the poop and witness did not know what happened to it.

Washed Overboard.

By this time the ship was settling down by the head and heavy seas were breaking over the bridge. Witness saw one port side boat washed away. Soon after a heavy sea washed witness overboard. Witness had a life-belt on and grabbed a bamboo stool as it floated past him. This witness said, helped to keep him afloat, and he attempted to swim as far away from the ship as possible, as he expected it to go down any moment. The ship was then in complete darkness.

Witness said that shortly after he was thrown into the water he knew there were many others near him, but he could not recognise anybody's voice. When daylight came there was no one in sight. Witness drifted for some hours later until he was picked up by a fishing junk and taken to Aberdeen.

Captain Roused Hurriedly?

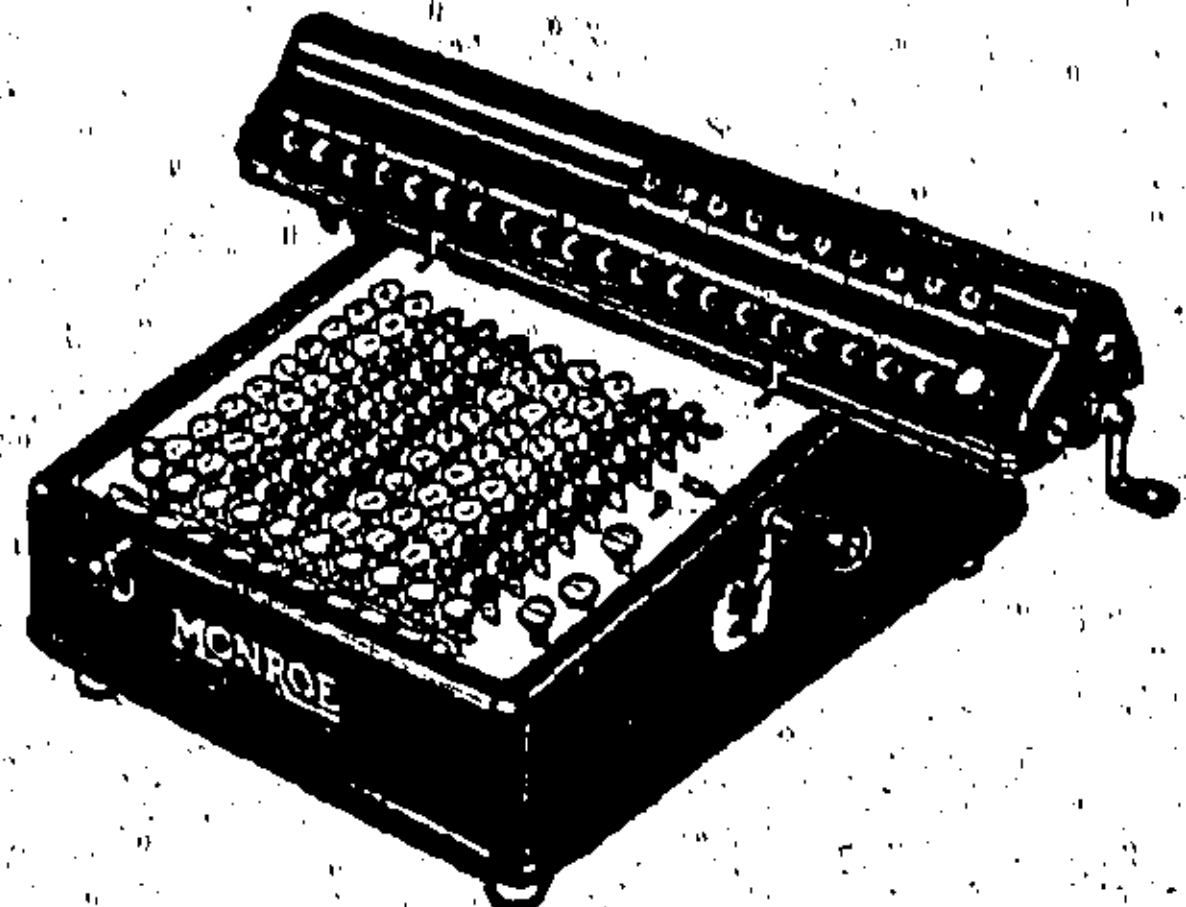
Questioned by the Coroner, witness said that when he saw the Captain on the bridge, he had no coat on, his top garment being a pull-over. It was a cold night.

The inquest was adjourned until 11.15 a.m. to-morrow when further evidence will be given by Mr. Kemp with regard to the tape handed in by Mr. Hast. It was stated by Mr. Watson that certain officials of the Company had just come from Shanghai, and he would get information from them regarding qualifications of the second officer.

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R. M. Gutierrez was also brought before the Magistrate, but Mr. Leo D'Almeida Castro Sr., who was defending, indicated that the prosecution would like a further week's remand and personally he had no objections. The defendant was remanded on the same bail as before.

A Chinese hawk, who was charged with uttering cries near On-Lan lane was fined \$1 by Major C. Willson.

Another Chinese had his hat "arrested" by Mr. E. W. Hamilton at the Kowloon Magistracy for a period of two hours. The defendant wore his headgear in Court, and on its being removed was ordered to return in two hours' time to retrieve it.

NEW ADVERTISEMENTS.

NOTICE OF REMOVAL.

WE have REMOVED OUR OFFICE to POWELL'S BUILDING, No. 12, DES VEAUX ROAD CENTRAL. XAVIER BROS. LTD. [7319]

NOTICE.

A PUBLIC LECTURE ON THE SUBJECT OF "SCIENCE: EXPLORING THE WOOD" will be given by Rev. Fr. R. GALLAGHER, S.J., at ST. PATRICK'S HALL, 5, GARDEN ROAD, TO-DAY at 5.30 P.M. The Public is Cordially Invited. [7284]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 4th DAY of FEBRUARY, 1929, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Acres	Annual Rental	Upset Price
1	New Kowloon Inland Lot No. 1205	Adjoining New Kowloon Inland Lot No. 1154, Cheung Sha Wan Road, Shamshuipo.	As per sale plan.	4.20	50	4,200

[7315]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 4th DAY of FEBRUARY, 1929, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Acres	Annual Rental	Upset Price
2	New Kowloon Inland Lot No. 1206	Adjoining New Kowloon Inland Lot No. 1154, Cheung Sha Wan Road, Shamshuipo.	As per sale plan.	3.20	18	4,800

[7316]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 4th DAY of FEBRUARY, 1929, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Acres	Annual Rental	Upset Price
3	New Kowloon Inland Lot No. 1204	Adjoining New Kowloon Inland Lot No. 1170, Cheung Sha Wan Road, Shamshuipo.	As per sale plan.	2.82	16	3,348

[7317]

NEW ADVERTISEMENTS.

CHINA MOTOR BUS COMPANY.

EXTENSION OF NO. 7 ROUTE SERVICE TO KOWLOON TONG.

NOTICE IS HEREBY GIVEN that On and After the 1st FEBRUARY, 1929, the Company will Operate A TEN MINUTES SERVICE between STAFF STREET and KOWLOON TONG via SALISBURY ROAD, NATHAN ROAD, ARGYLE STREET, HO MUN TUN, WATERLOO ROAD and MONTAGUE EDE ROAD. NGAN SHING KWAN, 30th January, 1929. Manager. [7320]

WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be Received at the Office of the O.C., R.A.S.C., HEADQUARTERS, SOUTH CHINA COMMAND, Hong Kong, until 12 O'CLOCK NOON, on the Dates stated below, for the Undermentioned Services, for Periods as given.

SIX MONTHS—COMMENCING 1st APRIL, 1929—Gente Fresh and Meat for Hospitals, Hospital and Detention Barrack Supplies.

TUESDAY, 19th FEBRUARY, 1929—General Supplies "A" (Sugar, Salt, Potatoes, Onions and Mustard).

THURSDAY, 21st FEBRUARY, 1929—General Supplies "B"—Fuel (Coal, Coke, Firewood and Charcoal).

ONE YEAR—COMMENCING 1st APRIL, 1929—FRIDAY, 22nd FEBRUARY, 1929—Barrack Services, Hong Kong. Conservancy Services, Kowloon.

MONDAY, 25th FEBRUARY, 1929—Transport Services (Lorries and Lighters). Transport Services (Coolies, Launches and Chairs).

Tender Forms and any necessary Information may be obtained at the above Office between the Hours of 10 A.M. and 1 P.M., Daily, except Sundays. [7314]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 4th DAY of FEBRUARY, 1929, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Acres	Annual Rental	Upset Price
4	New Kowloon Inland Lot No. 1205	Adjoining New Kowloon Inland Lot No. 1154, Cheung Sha Wan Road, Shamshuipo.	As per sale plan.	4.20	50	4,200

[7318]

UNION WATERBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY FOURTH ANNUAL GENERAL MEETING of SHAREHOLDERS will be held in the Office of Messrs. DODWELL & COMPANY, LIMITED, on THURSDAY, the 31st JANUARY, 1929, at 11 A.M., for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st DECEMBER, 1928.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd JANUARY to 31st JANUARY, 1929, Both Days inclusive.

DODWELL & CO., LTD., General Managers. [7256]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the HONG KONG HOTEL, Hong Kong, on FRIDAY, the 8th FEBRUARY, 1929, at 11 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ended 31st DECEMBER, 1928.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, 31st JANUARY, to FRIDAY, 8th FEBRUARY (Both Days inclusive), during which Period No Transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON, General Managers. Hong Kong, 24th Jan. 1929. [7285]

INTIMATIONS.



AWARDED 50 GOLD & PRIZE MEDALS. IT NEVER VARIES!

SOLE AGENTS:—A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS PHONE C. 616. [56]

THE HONG KONG, CANTON & MACAO STEAMBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND NINTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 44, DES VEAUX ROAD on TUESDAY, 19th FEBRUARY, 1929, at 11 A.M. for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and Electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 6th FEBRUARY to THURSDAY, 14th FEBRUARY, 1929, Both Days inclusive, during which Period No Transfer of Shares can be Registered.

By Order of the Board of Directors, JOHN ARNOLD, Secretary. Hong Kong, 22nd Jan. 1929. [7283]

MORTGAGE.

MONEY UP TO \$100,000 is Available for Investment on First Class Mortgage Security only. Apply to:—

DEACONS, Solicitors, 1, Des Vaux Road Central. [7304]

WHY Continue to suffer when POO ON HERBS are within your reach—Pimples, Catarrh, Asthma, Bronchitis, Cough, Constipation, Diabetes, Dropsy, Rheumatism, and many other Diseases. No Drugs, Purely Chinese Herbs.

POO ON HERBS CO., 66, QUEEN'S ROAD CENTRAL, 1st FLOOR. TEL C. 5009

ON SALE.

BOUND VOLUMES of the HONG KONG WEEKLY PRESS, January to June, 1928.

With Index, Price—\$7.50. On Sale at the HONG KONG DAILY PRESS Office.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.35 p.m., stated:—

The anticyclone remains central over S.E. Mongolia. Depressions are shown to the south of Naha to the north of the Bonins and over Tongking.

Local Forecast:—E. winds, moderate, overcast, light rain or mist.

Hong Kong Office: 11, Ice House Street. London Office: 21, Bride Lane, Fleet Street, E.C. 4

The Daily Press.

HONG KONG, JANUARY 30th, 1929.

BAD NEWS FOR TAX-DODGERS.

QUESTIONS happen in Italy when the question of collecting taxes arises, and strange—sometimes amusing—stories are told of unorthodox methods of settling differences of opinion between the party imposing the tax and the person paying it. Disinclination to meet demand—notes issued by tax-collectors seems inherent in human nature, and even the influence of Fascism does not have the effect of making men pleased to pay taxes. The graceful raising of the hand in homage to Mussolini is an easy way to perform, but the placing of the hand in the pocket to pay tribute to Caesar is seemingly still done grudgingly. Consequently, we read that the entire taxing system of Italy is in process of being reformed with a view, particularly, to putting an end to the wholesale evasion practised by a very large number of citizens. The payment of taxes, especially income-tax, has long been regulated in Italy according to a plan which, as Senator Mosconi, Minister of Finance, declared to the Senate on introducing the new Bill, "is at least half a century out of date."

So accustomed had the tax-payers become to the efforts of tax-payers to avoid fulfilment of their duty in the matter of paying their income-taxes that the whole process of tax-collecting and tax-paying was surrounded with an air of suspicion and mistrust. To illustrate the way in which Italian tax-payers have under-estimated their income-tax returns, Senator Mosconi stated that out of a total of nearly 2,000,000 persons belonging to the professional, industrial, and commercial classes throughout the kingdom, only 59,000 returned an income above 15,000 lire (about £170) a year. This, the Finance Minister remarked, would imply that the great majority of the professional, industrial and commercial classes of the country "lived a life of the darkest misery."

Until the introduction of Senator Mosconi's new Bill, the ascertaining of a citizen's income-tax had proceeded on a kind of bargaining system. What happened, in effect, amounted to this: the tax officers made a guess at a man's income, or otherwise the kind of house or apartment he lived in, whether or not he possessed a motor-car, and how many servants he kept. The quarter of the city where he lived was also considered. The authorities then assessed the citizen at a figure which they themselves considered as probably higher than his actual income. This they did intentionally, because the tax-payer inevitably maintained his income to be very much less. The eventual figure at which a man's income would be fixed was arrived at by a kind of bargaining, and in many cases would be less than the actual income. The tax authorities, owing to their not being equipped with adequate authority and power to investigate the tax-payer's affairs properly, would content themselves in many cases with a return they knew was probably incorrect, on the principle that it was better for the State to secure a definite payment at once rather than waste many months in arguing the matter before commissions.

The gravity and extent of income-tax evasion among citizens has been revealed by enquiries, and has resulted in pressure on honest tax-payers rendered necessary by the conduct of the dishonest ones. The Finance Minister further brought to the notice of the Senate "the public state of mind according to which the revenue was not considered an illegal act," but Mussolini has defined the tax-evaders as "the worst parasites of the national society," and as a consequence of this state of things the introduction of the new Bill for direct taxation on income-tax became inevitable.

The powers conferred on the tax authorities will in future enable them to punish with a fine of one-third of the tax due for a year and a fine of from 100 lire to 3,000 lire on those citizens who either fail to make an income-tax return or make a false one. It is proposed, moreover, that the tax authorities wide powers in ascertaining the actual income of the

tax-payers, and gradually to abolish the system of personal bargaining and haggling over the taxable sum in favour of a scientific method. The Finance Ministry hopes to be in a position to reduce the rate of taxation as a result of the greater general return expected by a fairer distribution of the tax burden.

As a matter of fact, several taxes have been reduced by the Fascist Government since 1922. For instance, the tax on land has been reduced from a maximum of 10.50 per cent. to a maximum of 7.50 per cent., and the tax on buildings from 9.70 per cent. to 7.50 per cent. A great number of indirect taxes have also been either abolished or reduced during the last three years. Among these may be mentioned the tax on luxury articles, certain tourist taxes, taxes on bicycles, medicine, liquors, wines, hotel bills, and a reduction in the internal postal rates. Italian tax-payers have benefited by these reduced taxes, taking into consideration also the newly introduced taxes, to the extent of 9,600 million from the date of the 1924-25 Budget.

News and Views.

Messrs. Xavier Bros. Ltd., Exporters and Importers, have moved their offices to No. 12, Des Vaux Road Central.

This afternoon, at St. Patrick's Hall, Father Gallagher will lecture on "Science: Exploring the Wood." The proceedings are public, and will commence at 5.30.

The Dollar Steamship Company have announced that they will accept goods for Manila Fair at a reduced freight. They will accept \$4.50 per ton of 40 cubic feet.

From Friday, February 1st, the China Motor-Bus Company will extend its service on the No. 7 route to Kowloon Tong. A ten-minute service will be maintained.

The annual general meeting of the Hong Kong Benevolent Society will be held in St. John's Cathedral Hall, on Friday, next, at 8.30 p.m. Mr. R. Sutherland, O.B.E. will take the chair.

The annual distribution of prizes will take place at the Ellis Kadoorie School for Indians on Saturday, February 2nd, at 10 a.m. Mr. A. C. Arculli has kindly consented to distribute the prizes.

A general inspection of the Police Reserve by the C.S.P., the Hon. Mr. E. D. C. Wolfe, C.M.G., accompanied by the Hon. Commissioners of Police, will take place at the Central Police Station at 3.15 p.m.

Two more consignments of salted herring have been confiscated by anti-Japanese Boycott pickets at Canton. The owners have written to the Chinese General Chamber asking them to write to the Picket's Headquarters informing them that the fish was imported from Canada and not from Japan. This was done, and the consignments were released.

Among passengers leaving yesterday by the President Grant were:—Mr. A. H. Kutzschbach, a well-known merchant in Shanghai, returning to that port from a business trip to Hong Kong; Mr. James, an assistant agent of the Robert Dollar Co. in Hong Kong. He is going to the United States on furlough; Mr. H. G. McNear, the head of the firm of McNear & Co., silk merchants in Canton, travelling to Shanghai; Mr. Frank Austin, of Messrs. S. J. David & Co., Hong Kong, travelling to Shanghai; Mr. D. J. Rutonjee, of Messrs. H. Rutonjee & Son, on a business trip to the North; Miss M. McKinley, Secretary of the Y.W.C.A., travelling to Shanghai; Dr. and Mrs. Otto Hueck, of the Rheinisch Mission, Canton, going to Shanghai; Mr. Chiu Pui Sun and Mr. Chiu Ying Show, prominent Chinese merchants, on a business trip to Honolulu.

Pressure upon our space precludes publication of a letter from an esteemed correspondent who signs himself "Interested." It is not that we cannot find room for his communication, which—as a matter of fact—is commendably brief; it is dread of the dire consequences of publication which compels us to withhold it. Were we to give publicity to the four simple words (and one interrogation mark) he has written, we should be completely overwhelmed with correspondence of a highly controversial character. "Interested" himself, we fear, would soon lose interest in the subject, so bewildered would he be with the contradictory answers to the query he submits. And, after all, what does it matter?—

"The real issue is not 'who' but 'what'—and on that question finally is not likely to be reached just yet. We trust 'Interested' will realise that in dealing with his letter in this way we are cruel only to be kind. Meanwhile, he may yet find the answer to his question in our correspondence column—if not to-day, some other day. He has a very shrewd idea.

NEW WESLEYAN SAILORS' AND SOLDIERS' HOME.

EXCELLENT ARRANGEMENTS, COMFORT AND DIGNITY.

A PRIVATE ROOM FOR 60 CENTS A NIGHT.

The New Wesleyan Sailors and Soldiers' Home, Arsenal Street, which will be opened by His Excellency the Governor (Sir Cecil Clementi, K.C.M.G.) this afternoon, was visited yesterday by representatives of the local Press, who were shown over the whole building by the manager, Mr. W. H. Smith.

Bedrooms. Perhaps the most striking features of the new Home are its spaciousness, comfort and dignity. The rooms have been planned apparently with two ideas in view, the provision of pleasant surroundings and the providing for as many contingencies as possible. For example, the bed rooms: a man can have if he like a small bed room with bed, table and chair, electric fan, light and a large window. He can rent this room for a night or for a month and keep the key during his occupancy. If he is a seafaring man and feels most at home in a cabin, he can have one for only 60 cents a night. This type of room contains bed and chair. Should be one of a party of five, twelve or fourteen friends they can rent a dormitory with as many beds at an individual cost of 30 cents a night. There are altogether 8 private bed rooms, 18 cabins, and 63 beds in dormitories of various sizes. Every room throughout the building is fitted with electric fans and light and has spacious windows. In the dormitories a special switch allows one lamp to be kept at "half cock" so that the room is dimly illuminated all night, and late comers run less risk of disturbing their fellows. The bedsteads are all new, strong, black enamelled frames with good spring mattresses and adequate bed clothing. They come from Whiteaway, Laidlaw's.

Bathrooms. On either of the two bedroom floors are large, white tiled bathrooms, each having two showers, a row of wash basins, and three baths in separate partitions and lavatories. The supply of hot and cold water is unlimited, a bath costs 30 cents—a shower is free.

Roof Garden. On the top floor are the laundry, washing and ironing rooms, and a roof specially fitted with drying apparatus. A large portion of the roof is set aside as a roof garden, the floor being red tiled. This will be used on summer evenings for concerts, lectures, etc., and the men can sit up there if they wish.

Public Rooms. On the first floor is the Assembly Hall which will accommodate 250. This is a finely designed room with a concert platform, on which are two pianos (new) presented by the Ladies Church Aid Society (Wesleyan). One of these pianos will be available for any of the men to play, the other will be (wisely perhaps) kept for concerts. In the assembly hall concerts, lectures, etc., will be given and it is hoped to provide some such entertainment nearly every evening.

Opening off the assembly room is a small committee room, and a library for the men, equipped with small tables and chairs, book cases and easy chairs. It is very pleasant and restful. On the same floor is also a small rest room for ladies of the committee and a "Quiet Room" in which lectures on more serious subjects will be given and services held on Sundays and Wednesdays. This is a particularly

pleasant room with a fine stone fireplace.

Billiard Room. On the ground floor is the Billiard Room with two full sized tables. The tables and accessories are absolutely new and come from Lane, Crawford's. This room, too, has a very striking fire place and mantelpiece of carved wood and the proportions and decoration of the room are excellent, indeed, it is unlikely that a better or more pleasant billiard room exists in the Colony. Against the end wall, raised on a dais to give a better view, are a row of arm chairs each provided with an ashtray.

Reading Room. The reading room on the ground floor is large and set out with small writing tables, chairs and arm chairs. Writing materials, periodicals, magazines and racks of local newspapers are provided.

The restaurant which is equipped with glass topped tables will accommodate 80 men at a time. Meals for a day can be had for a total cost of \$1.50. Breakfast costs 40 cents, tiffin 60 cents, and dinner 80 cents. All the bread and cakes are made on the premises.

Kitchen. The kitchen which opens off the restaurant is equipped with all the latest appliances. There is a large Kelvinator refrigerator, a coal range and two gas ranges, all from Reiss, Massey. A special sink is provided for washing and preparing vegetables which insures cleanliness and there are other sinks for dish washing.

All the kitchen equipment is new and very careful supervision will ensure that the food is prepared under the most hygienic conditions. A hand service life runs from the kitchen to the upper floors, and the men in private rooms can have early tea in their rooms if they wish. The cutlery and crockery is from Lane, Crawford's.

The Staff. The Home has a staff of 22 servants and there is a self-contained flat for the manager in the building. Fire escapes are provided also on every floor, although the building is made of fire proof stone.

The decorative scheme throughout is simple but pleasing, with cream colour washed walls and really lovely mahogany stained doors with brass fittings.

The Architect is Mr. A. J. May, A.R.I.B.A., and the Keen On firm are building contractors.

The fire service has been installed by C. E. Warren & Co., who are also responsible for the sanitary installation and water service. A Chinese carpenter, Wong Kwan Pak, from Yauamat, has made all the woodwork, tables, book cases, chairs, etc., for the building.

Splendid Equipment. This splendidly equipped building has been erected at very considerable cost, and although most generous donations have been given more money is urgently needed to keep everything at the present high level. Gifts of books and periodicals also will be very welcome.

It would be hard, indeed, to find a better home. Everything seems to have been thought of and no detail which could add to the comfort of the soldier and sailor omitted.

So excellent an institution deserves whole hearted support.

No woman who remembers the contribution the whale made to dress restriction up to the early war years can read without a smile that when a whale is captured and reduced to articles of commerce "whalebone is the only part of the animal thrown away." This statement is made on the authority of the Natural History Museum in London, where an exhibition of scientific information about the whales of southern latitudes is on view. The greatest day for whalebone was in the reign of the crinoline. It had an Indian summer when bustles were worn, and it continued to be held in high esteem through the long miserable years when women wore tight-fitting dresses and the many seams of their bodies had to be kept straight by strips of whalebone of diminishing length and of varying qualities. Rich women used whalebone of a fine translucency and suppleness, while their poorer neighbours endured misery with a coarse quality that was apt to splinter and become thorns in the flesh. At the last, when this palisading went out of fashion, little bits of whalebone were still used to keep the high transparent collars in position and women had to be stiff-necked, for if they tilted their heads back a piece of whalebone would catch the name of the neck. Fashion will probably from time to time revive some of her instruments of torture, but all women will hope that the whalebone of the dressmaker will never be seen again except in the costume section of a museum.

The death occurred early yesterday morning from ulcerated tonsillitis of Master Alexander Fred Clinton, the eight year old son of Sergeant and Mrs. Clinton, of the R.A.S.C. Married Quarters, for whom the deepest sympathy is felt. The funeral took place yesterday evening.

A sad mishap occurred yesterday afternoon when a Japanese seaman on board the s.s. Yutaka Maru fell overboard and was drowned. It was stated that the deceased and another seaman were deputed to clean the galley scuttle and as the former was being lowered over the side in a "bosun's chair" he fell into the harbour. Lifebuoys were immediately thrown to his aid, and the nearby sampans did all to save the man who rose once to the surface but was not seen again.

THE SMALL-POX EPIDEMIC.

77 DEATHS LAST WEEK.

Last week's record of small-pox cases showed 78 fresh infections and 77 deaths. Of these, 24 were from Victoria, 51 from Kowloon, 1 from Shaikwan and 1 from the New Territory. There were two British cases and the remainder Chinese.

On Monday 11 more Chinese cases were reported, 7 from Victoria and 4 from Kowloon. Other notable disease cases during the week were: Diphtheria, 2 (1 fatal); pneumonia, 1; typhoid, 1; scarlet fever, 1. There was 1 death from influenza.

OPTIMISM OF C. T. WANG.**HELPFUL CONFERENCE WITH YOSHIZAWA.****PROSPECTS OF SHANTUNG SETTLEMENT.**

[THROUGH REUTER'S AGENCY.]

NANKING, Jan. 29th.

For the first time since the present conversations began, Dr. C. T. Wang sounded a note of optimism when interviewed with regard to his two and a half hour conference with Mr. Yoshizawa this afternoon. He declared that much progress had been made, but was reticent in discussing it. However, it is understood that the Shantung question was again brought up, and concrete proposals for the settlement of the Tsinan incident were discussed. Reports from authoritative sources indicate that Chinese and Japanese views on the settlement of the Shantung question are now closer than at any time previously.

No further meeting will be held for at least three days, and it is learned that Mr. Yoshizawa is going to Shanghai to-morrow, while Dr. Wang will follow him in the course of the next few days. The next conference will be held either at Shanghai or Nanking, all depending on where Dr. C. T. Wang is when Mr. Yoshizawa receives his instructions from Tokyo.

FURTHER MEETING.

(Wah Tsai Yai Pao).

SHANGHAI, Jan. 29th.

Mr. Yoshizawa sent a representative to see Mr. Chow Lung Kiang yesterday afternoon and inform him that Mr. Yoshizawa was anxious to have another conversation with Dr. C. T. Wang in the hope that misunderstandings between the two sides might be removed. Mr. Chow accepted his suggestion and a further meeting will take place to-day.

JAPAN AND CHINA TARIFF.

[THROUGH REUTER'S AGENCY.]

TOKYO, Jan. 29th.

The Privy Council is expected to approve the China tariff to-morrow, after which with the Emperor's sanction the Japanese Charge d'Affaires at Peking will be instructed by telegram to sign. Formal ratification is not required as it is merely an exchange of notes and not a treaty.

TIENTSIN-PUKOW RAILWAY.

(Wah Tsai Yai Pao).

SHANGHAI, Jan. 29th.

It is reported that in the matter of traffic on the Tientsin-Pukow Railway, the Japanese authorities have presented certain demands to the railway authorities. Japan insists on the right of examining any goods transported on the railway, while passenger traffic will not be allowed. The Japanese authorities further refuse to return to the company coaches and passenger cars in the possession of Japanese troops.

DISBANDMENT PLANS.

(Wah Tsai Yai Pao).

SHANGHAI, Jan. 29th.

The Standing Committee of the Disbandment Conference will be inaugurated on February 2nd, and the four departments under the Re-organization, Disbandment, General Affairs and Agency will begin to function immediately. It has been announced that the Headquarters of the Kuomintang Revolutionary Army and of the 1st, 2nd, and 3rd Army Groups will be abolished before February 15th.

LUNGKOW MUTINY.

SIGNIFICANT FACTS.

[THROUGH REUTER'S AGENCY.]

PEKING, Jan. 29th.

The Japanese landing force at Lungkow has been withdrawn aboard two destroyers, which still remain in the harbour. The mutineers have marched southward towards Hsiao where a well-armed body of Red Spears is preparing to resist them. During the mutiny the soldiers murdered most of their officers as well as a number of other Chinese officials. It is significant that Liu Kai Tai, the commander of the division of which part mutinied, left Lungkow for Dairen on January 29th, returning to Lungkow on January 24th. On the following day the mutiny broke out, from which it is suggested that Chang Tsung Chang and possibly other Northern militarists are behind the movement.

HOOVER'S VIEWS ON THE NAVY.**BRITISH AGAIN TO THE FORE.****OFFICIAL DISCLAIMER.**

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Jan. 29th.

The question of the views of the President-Elect on naval matters was brought into prominence by a statement of Mr. Britten, Chairman of the House of Representatives Naval Committee, representing Mr. Hoover as favouring the retention of the time-limit clause in the United States naval construction programme, providing the construction of the cruisers shall begin within a specified time. He is also in favour that the U.S. Navy should be "second to none."

President Coolidge is opposed to the time-limit and is said to be in favour of the Cruiser bill merely as a means of bargaining with Britain for naval disarmament.

An official statement has been issued on behalf of Mr. Hoover, who is at Miami, disclaiming the attitude attributed to him by Mr. Britten. Mr. Hoover has sent a message to President Coolidge stating: "I warmly support your views."

In The Senate.

It is anticipated that the Senate will pass the Cruiser bill with the time-limit. Senator Walsh of Montana, opposing the bill, considered that it interfered with future attempt by the United States to obtain further naval limitation agreements, and declared that supporters of the measures had in mind the possibility of war first with Britain, and secondly with Japan.

Arbitrary Method.

Commenting on Sir Austen Chamberlain's speech, which has been well received here, the New York World opines that since Anglo-American naval requirements are quite diverse, it would be well to let the building of ships proceed in both countries, and arbitrarily declare their respective fleets existing in 1931 as at parity.

PRINCE'S INFORMAL TOUR. INVESTIGATION OF MINERS' CIRCUMSTANCES.

[BRITISH WIRELESS SERVICE.]

REKOV, Jan. 29th.

The Prince of Wales, who travelled by train overnight from London, arrived in Newcastle this morning to visit the distress areas of the Northumberland and Durham coal fields. After an early breakfast at the station, he set out on his three days tour in wretched weather, the whole countryside lying under snow and slush. His visit is entirely informal and no notification is being given of the places he is visiting. By this means and by personal interviewing he will have the best opportunity of judging the actual circumstances of the miners and their dependents.

DESERT WARFARE NEAR KOWEIT.

BRITISH PRECAUTIONS.

SLOOPS AND ARMoured CARS.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 28th.

Desert warfare is again surging towards Koweit, at the head of the Persian Gulf, the Sultan of which is subsidised by Britain.

This circumstance registered in Mr. L. M. S. Amery, the Colonial Secretary, being bombarded by questioners in the House of Commons to-day. Replying, Mr. Amery said:—"We certainly shall not allow the territory of Koweit to become the object of incursions by any foreign Power."

A message from Basra states that three British naval sloops are reported to be proceeding to Koweit, whilst armoured cars, manned by men of the Royal Air Force, are standing by to repel the Wahabids who are concentrating sixty miles south-west of Basra.

Frontier Raids.

Asked in the House of Commons to-day about the present state of affairs on the frontier between Iraq and Nejd, Mr. Amery, Colonial Secretary, said there had been five raids by native tribesmen, but none had been of a serious character. The recent incident in which an American missionary, the Rev. Henry Bilkert, was killed was not in Iraq, but further south. He expressed deep regret at the loss of such a valuable life and his sympathy with the friends and relatives of the murdered man.

CONTESTANTS FOR AFGHAN THRONE.**HABIBULLAH PROCLAIMED AMIR.****LEGATIONS' POSITION.**

[THROUGH REUTER'S AGENCY.]

NEW DELHI, Jan. 29th.

Events in Afghanistan appear to be moving rapidly, for the latest news shows that Amanullah has decided to make an effort to regain his kingdom, while Habibullah has for the first time proclaimed himself Amir of Afghanistan.

The official proclamation was made on Friday last week. Habibullah declaring himself to be Amir of Afghanistan and "The Religious Prophet of God."

His ensign was hoisted in Kabul on January 25th, and Habibullah attended prayers at the Mosque, being accompanied by a Royal Escort.

In the meantime, the powerful Kandaharis on Thursday at Kandahar selected Amanullah as their King.

Foreigners in Kabul.

So far as is known in London there is no reason to believe that foreigners in Kabul are in any imminent danger. The question of providing facilities for the evacuation of foreign males, should this become necessary, has for some time been under the constant consideration of the British Minister, and circumstances may at any moment oblige the Government of India to concert arrangements for proceeding with this task.

Evacuation.

A later message from New Delhi states that all the foreign Legations in Kabul are to be evacuated. It is understood that the British Legation officials will be the last to leave, and all Britishers in Kabul will be evacuated to India before Sir Francis Humphries leaves Afghanistan.

Some Foreigners Going.

Some foreign nationals, like professors and those concerned with the introduction of Amanullah's reforms, will be evacuated by aeroplane immediately at their own request. A weekly British air mail between Peshawar and Kabul has been arranged.

The report that the evacuation of the Legation at Kabul has begun is premature, says a message from Peshawar. Operations now progressing are merely for the resumption of the evacuation of British, Indian and other non-Afghan residents.

It is reported that the Russian employees of the Afghan air force have been ordered to return to Russia on foot. Hitherto they have been staying at the Russian Legation at Kabul awaiting an opportunity to proceed home.

Another Candidate?

It is strongly rumoured from Jalalabad that Sardar Ali Ahmed Khan has declared himself Amir and has been accepted as such by the Shinwaris, Khugianis and other tribal sections of the eastern provinces.

It is reported that the new coinage issued by Habibullah is of good quality and high silver content. The correct text and inscription on it is now said to be "Head of the Religion and Prophet of God."

The Amir's relations with his war Minister, Syed Hussain, and said to be strained.

Air Transport For King Inayatullah.

A question was asked in the House of Commons to-day why the Government of India on two separate occasions provided aerial transport for two ex-Kings of Afghanistan.

Sir Austen Chamberlain replied that the ex-King Inayatullah was conveyed in a British aeroplane from Kabul to Peshawar, and by rail from Peshawar to Chaman whence he re-entered Afghanistan at the request of the British Minister at Kabul, of the ex-King himself, and of the Amir Habibullah who asked the British Minister to arrange with the Government of India for this to be done in order that further bloodshed at Kabul might be avoided.

Avoiding Bloodshed.

The ex-King's departure was followed by the peaceful surrender of the citadel.

Transport by air was neither requested, nor provided for, King Amanullah.

Further questioned, Sir Austen Chamberlain said the Indian Government had carefully refrained from any interference in the internal affairs of Afghanistan, but being asked by both parties to give facilities for the removal of King Inayatullah in order to avoid bloodshed they thought it right to do so.

In a telegram to the Central Caliphate Committee, Sir Denys Bray, the Foreign Secretary of the Government, said he was prepared to grant the Government's inability to grant passports for Afghanistan to deputations of the Committee.

NATIVE ISSUE IN SOUTH AFRICA.**WHITE MAN'S LAND OR KAFFIR STATE.****HERTZOG'S MANIFESTO.**

[THROUGH REUTER'S AGENCY.]

CAPETOWN, Jan. 29th.

The native issue is emphasised in a ministerial manifesto signed by General Hertzog, Tielman Roos and Doctor Malan, condemning the "Sap's" (South African Party's) native policy. The manifesto declares that the white man's existence and his civilisation in South Africa are at stake, and protests that the leader of the Party is aiming to make South Africa a part of a British confederation of African states throughout Africa where whites and blacks are equal.

"If South Africa must be handed over to the native, let the whites know in order that we may prepare by needful measures for our safety, even though it means seeking a home elsewhere." The manifesto quotes the principle laid down in the Kenya White Paper, with which

THE KING.**FEWER CONSULTATIONS.**

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 29th.

The King's progress, according to an authoritative statement from Buckingham Palace, continues to be slow but steady. Although the doctors continue to pay two visits daily their visits are made singly and daily consultations are no longer necessary.

The Queen is visiting Craigwell House, Bognor, one day this week to see the preparations which are being made for His Majesty. No date has been fixed for the King's removal, but it will not take place for some days and will depend not only on his condition but on the suitability of the weather. Princess Victoria, the King's sister, is suffering from a mild attack of influenza, which is taking the normal course and causes no anxiety.

The Hilton Young report agrees, that the interests of the natives must be paramount, but asks "Who dare say that the British Dominion which Smuts strives after will be a white man's land and not a Kaffir state?"

"Complete Travesty."

General Smuts has issued a statement in which he repudiates the construction put upon his recent speech at Ermelo by "the scare manifesto of the Nationalist triumvirate."

He says it is "a complete travesty of my remarks, deliberately meant to mislead public opinion and stamped the public on the native question. The document can only have the effect of making us odious to all those South Africans and Britishers who are building up European civilisation in the states to the north of us."

That the Prime Minister and two other Ministers of the Crown should sign such a document is the crowning humiliation of our public life and an ill omen for the future."

NEW STUDY FOR THE SOVIET.

BUDDHIST CULTURE.

[THROUGH REUTER'S AGENCY.]

LENNINGRAD, Jan. 29th.

The first institute in Soviet Russia for the study of Buddhist culture was opened in the Academy of Sciences in the presence of a number of prominent students from the East. Scherbatsky has been appointed director of the Institute.

CHILD MARRIAGES.

INDIAN BILL ADJOURNED SINE DIE.

[REUTER'S AMERICAN SERVICE.]

NEW DELHI, Jan. 29th.

The Assembly by 53 votes to 34 has voted the adjournment sine die of the Bill introduced by the Indian member Sarda prohibiting child marriages. The Government was in favour of the postponement.

OBITUARY.

FAMOUS U.S. SPORTSMAN.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Jan. 29th.

The death is announced of Ogden Mills, the well-known financier and sportsman.

COLLISIONS IN THE CHANNEL.**REPAIRS TO "MERAUKE."****TANKER HOLED IN MERSEY.**

[BRITISH WIRELESS SERVICE.]

RUGBY, Jan. 29th.

The a.s. Merauke, on her way to Holland from the Dutch East Indies with a large cargo and many passengers, came into collision in a dense fog with an unknown steamer about eight miles east of Dungeness. The Merauke was extensively damaged forward, and her fore-hold and fore-peak were rapidly flooded. Dover tugs that raced to her assistance endeavoured to reach Dover, but the Merauke settled down so dangerously, that it was finally decided to beach her between Hythe and Sandgate.

The crew have remained on board, and efforts to tow her in will be resumed to-morrow.

Temporary Repairs.

Efforts are being made to-day to effect temporary repairs to the Rotterdam Lloyd Liner Merauke of 6,800 tons, which was beached in a sinking condition near Hythe yesterday. She was on the final stages of a journey from the Dutch East Indies to Rotterdam, via Liverpool and London.

The damage suffered was extensive, and when the liner was observed to be down by the head, the Dungeness lifeboat put out but her services were not needed, two tugs taking the Merauke in tow towards Dover Harbour.

Two More Collisions.

Earlier in the day another collision occurred in the fog off Dungeness. The British steamer Ravelston of 2,000 tons collided with the Greek steamer Neion. The latter was slightly damaged and proceeded to Dover, but the Ravelston anchored off Dungeness.

A collision between a small steamer and the 7,000 tons oil tanker Inverurie in the Mersey estuary yesterday resulted in one of the tanks of the Inverurie being pierced.

MRS. MEYRICK IN TEARS.

DENIES BRIBING SERGEANT GODDARD.

RIBUFFI'S STATEMENT.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 28th.

There were distressing scenes at the Old Bailey to-day when the trial of ex-Sergeant Goddard on a charge of receiving bribes, and Mrs. Meyrick, the notorious Night Club Queen, and Ribuffi, on charges of giving bribes to Goddard, was continued.

Mrs. Meyrick went into the witness-box to-day to give evidence in her own defence. She broke down during the proceedings and wept bitterly when questioned regarding the conduct of her club in Gerrard Street after the last prison to which she had been committed after many breaches of the regulations.

Mrs. Meyrick declared that she had never given Goddard money and that she had never bribed anybody.

The other defendant, Ribuffi, at a previous hearing also denied that he ever paid money to Goddard. He went so far as to say that he had never met the former Police Sergeant until this case.

Goddard throughout has strenuously denied the charges, accounting for his possession of £18,000, by saying that he made it in business and in speculation.

OPIUM COMMISSION DISPUTES.

JAPAN LODGES A PROTEST.

SHANTUNG DRUG TRAFFIC DENIED.

[THROUGH REUTER'S AGENCY.]

GENEVA, Jan. 29th.

The recent outbreak by Mr. Wang King Ki and the objections raised to his political references, were the subject of further discussion to-day at a sitting of the Opium Commission of the League of Nations.

The matter was brought up by Viscount Sato (Japan) who asked the Commission to insert in the agenda a protest against the statement of Wang King Ki, who accused Japan and Europe of poisoning the Chinese people.

Viscount Sato vigorously denied the allegation voiced by the Chinese delegate to the effect that Japanese troops had protected a criminal traffic in drugs during the Shantung Expedition.

Regarding the assertion that the presence of Japanese troops in Shantung violated the League Covenant, Viscount Sato said it was absurd to raise a political question of that nature, which the Opium Commission was not competent to discuss.

He also expressed gratification at the Commission's refusal to discuss the matter.

Wang King Ki intends to reply to Viscount Sato. He asked to be treated as equal with other delegates.

CHINESE AND EAST INDIAN COTTON.**REDUCING LANCASHIRE'S PRICES.****LESS CONSERVATIVE POLICY.**

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 29th.

In a letter to the *Manchester Guardian*, a prominent cotton manufacturer emphasises the difference in yarn prices made possible by using East Indian or Chinese cotton instead of American cotton in the production of coarse counts. Dealing with this question, the *Manchester Guardian* remarks that it is generally anticipated that the Lancashire Cotton Corporation, when it begins to function, will show less conservatism in regard to raw material than has hitherto marked individual spinners.

Undoubtedly an increased use of Indian cotton would bring many direct and indirect advantages.

BRITISH ICE-SKATING CHAMPIONSHIP.

SPECTATORS GET A DUCKING.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 29th.

At Swansey Fen in Cambridge-shire to-day, the British amateur ice-skating championship over a course of one and a half miles resulted in a victory for the holder, C. Horn, who completed the course in 5 mins. 43 seconds.

G. Martin (6 mins. 1 second) took second place, and J. Beba (6 mins. 15 seconds) was third. Twenty-two competed.

A rapid thaw set in and the race was decided on water-covered ice, which later began to break underfoot.

The spectators stampeded, but many were immersed in the water, to be rescued almost immediately.

THE KELLOGG PACT.

CLOSE DISCUSSION WITH THE DOMINIONS.

[BRITISH WIRELESS SERVICE.]

RUGBY, Jan. 28th.

Asked when the British Government proposed to ratify the multilateral treaty for the renunciation of war, Sir Austen Chamberlain stated, in the House of Commons to-day, that His Majesty's Government proposed to deposit ratification of the Kellogg Pact as soon as the Governments in the Dominions were in a position to do likewise.

[A later Reuter message from Capetown states that the Assembly has ratified the Kellogg Pact.]

Asked whether, as a means of strengthening the machinery for the pacific settlement of disputes, he would recommend the Government to sign the Optional Clause, he said that ratification of the Pact might have important results in many directions, but it was too early yet to say what concrete form those results would take, particularly in regard to such matters as that mentioned.

On this matter, the Government desired to proceed in the closest touch with the Governments in the Dominions. Various cognate matters, of which that was one, were under almost continuous examination, and consideration of the Government.

CHINA'S NEW ROADS.

STEADY DEVELOPMENT.

With approximately 13,000 miles of modern roads in China to-day, the campaign to relegate isolated districts to the past is well under way. Modern roads now link the principal cities, and members of the Good Roads Movement of China plan improvements which will more than double the present mileage. Construction actually is under way in many instances. Thirty branches of the good roads organization have been established in the chief cities of each province having long distance motor service companies.

According to figures compiled by the United Press, there are 12,531 miles of motor roads in China to-day.

In Canton, Shanghai, Nantung, Tientsin and Shikow, modern roads have replaced the city walls, and this soon will be the case in other large cities, possibly including Peking.

Projected roads of unusual interest include the one connecting Nanking and Hangchow via Shanghai. It will be 160 miles in length, and follow the coast with only a few minor detours. More than nine-tenths of the road will be built on the existing sea wall, thus minimizing the expense of construction.

Following are the total number of miles of modern roads built in each province: Hopei (formerly Chihli), 1,381; Fengtien, 293; Kirin, 18; Shantung, 1,997; Honan, 1,200; Shansi, 820; Kiangsu, 883; Anhwei, 365; Kiangsi, 78; Fukien, 364; Chekiang, 223; Hupoh, 1,124; Hunan, 194; Shensi, 90; Kansu, 221; Szechuan, 123; Kwangtung, 179; Yunnan, 22; Northwest China, 2,160; and Shikow, 333.

Telegrams in Brief.

In the House of Commons to-day, Mr. L. M. S. Amery stated that the Governors of Tanganyika and Kenya had arrived in this country and he was at present discussing with them the report of the Hilton Young Commission on the closer union of the Dependencies in Eastern and Central Africa. These discussions were preliminary and confidential, but he hoped shortly to be in a position to announce what procedure it was proposed to adopt in arriving at a decision.

The accounts of the Post Office for the last financial year, including the postal telegraph and telephone services, show a surplus of just over £7,500,000, which is the highest for any year since 1912. They show an increase on the preceding year of £1,250,000.

In the House of Commons at question-time, Sir William Joynson-Hicks, the Home Secretary, said that the Government had no intention of advancing money for the installation of totalisators on race-courses.

Commissioner Jahanda de Groot, the head of the Salvation Army in South Africa, and a member of the High Council that has been dealing with the problem of the future leadership of the Army, has been informed by cable that the Queen of Holland has been pleased to confer a knighthood on him. Sir Jahanda de Groot has completed 40 years in the Salvation Army, having served in Europe, Java and Japan as well as South Africa.

Commander Byrd, who is now engaged on his Antarctic Expedition in earnest, has sent a wireless message to the *New York Times* in which he states that during a flight yesterday above King Edward VII Land he discovered a new island and fourteen peaks.

Mr. Wilbur, Secretary to the Navy, has recommended to Congress the establishment of a naval airship base on the Pacific coast. He estimates the cost at five million dollars.

After an extensive survey of the economical situation of the United States, the report of the Department of Commerce indicates that the wealth of the United States has increased over sevenfold in the past fifty years. It is also revealed that while the number of wage-earners has increased threefold, the population is more than doubled. Since 1880, it is stated, individual deposits in the banks have increased nearly twenty-four times, and at the end of 1927, deposits amounted to the stupendous total of \$3,330,000,000,000.

With the Government facing a possible deficit on the Budget for the current financial year, President Coolidge has issued a warning urging that rigid economy in Federal expenditure must be continued. He adds that the rapidly mounting cost of the State and local Governments must be sharply curtailed if national prosperity is to be maintained.

King Alexander has signed the Kellogg Pact, thus ratifying it as far as Yugo-Slavia is concerned.

SHAUKIWAN FIRE ECHO.

INVALID INSURANCE POLICIES.

TAKEN FOR BRICK, NOT WOODEN HOUSES.

The serious fire at Shaukiwian about a month ago was mentioned at the Chinese General Chamber of Commerce meeting yesterday, when it was stated that at least three

WILLYS-KNIGHT CARS & TRUCKS. WHIPPET CARS.

See the fine RANGE of
Models at

THE "DURO" MOTOR CO., LTD.

NATHAN ROAD,
KOWLOON.

GILMAN & CO., LTD.
DISTRIBUTORS.

DRIVING TESTS IN BRITAIN.

DIVERSE OPINIONS.

Should motorists in England be made to pass a driving examination before taking their cars on the road?

The vexed question has again been raised by Mr. Lionel Rapson. Mr. Rapson has recently written to the Home Secretary on the subject. "Many motor accidents, and quite possibly the majority, are due to unskilled driving," Mr. Rapson said.

Official Views.

An official stated that the Department was not prepared to go to the length of saying that the majority of accidents were due to unskilled driving.

"Nothing has happened (he said) since the drafting of the Departmental Committee's report to make the Ministry change its mind. The signing by the driver of the statement that he has no disabilities is considered sufficient."

A.A. Opposition.

The Automobile Association is definitely against the examination. "We are opposed to compulsory examinations for drivers," an official of the A.A. declared. "There is no case for it. When a driver owns his own car it is to his personal interest not to break it up, and when he is driving somebody else's car or his firm's lorry he must begin by learning."

R.A.C. On The Fence.

An official of the R.A.C. stated that the examination was a good idea but difficult to put into operation. "We must first know exactly what Mr. Rapson suggests in the way of a test," he said. "We are, however, of the opinion that acci-

ents are not so much due to the unskilled driver as the reckless driver, who is often fully experienced."

The R.A.C. already have a reasonable test for drivers wishing to take their cars abroad.

System In France.

A driving licence is exacted from all would-be possessors of the joys of motoring in France, and is only delivered to them after a practical examination. The examination is simple, but rigorous. It is carried out by inspectors appointed by the Service des Mines, which is also the authority for registering and classifying motors themselves.

Applicants for a licence are required to attend at the police station, whence, accompanied by an official, one is required to drive round sharp corners, down steep inclines, and through a network of small streets chosen specially for the purpose. If this is successfully accomplished a *visa* *voce* examination on the rudimentary parts of a car follows. But failure either while driving or in knowledge of the mechanism of the car leads to a refusal of a licence.

Granted these obstacles are safely passed, the applicant has yet another ditch to cross. This relates to the law of the side, and when one may pass on the wrong side, and what action is required at cross roads.

Many a candidate is sent back on this count, although if he has passed on the rest, he gets the benefit of it with a certificate that allows him to come up again for the theoretical part alone.

The experience of one accustomed to other roads as well as those of France tends to show that the French test has real value. It keeps the physically disabled and mentally incompetent off the road and ensures that everyone who takes the steering wheel of a motor-car in his hands has had some sound initial instruction in how to use his own machine and how to behave towards his neighbour.

MOTOR NOTES

NEW MOTOR ROAD BEGUN.

TO JOIN UP REPULSE BAY ROAD AND CAUSEWAY BAY.

Work has been started on a new motor road from Causeway Bay which will join Stubbs Road at the place where Bowen Road and the Wong Nei Chong Valley Road also join it. The road will probably be opened for traffic by the end of the year.

The road will take in the path way at the back of the Hong Kong Jockey Club stables at Causeway Bay and will encircle the hill until it joins Stubbs Road as described.

It will be about two miles in length, but owing to the numerous bends and the need for several retaining walls the job will take longer than might be expected. When completed, it will be a great asset to motor traffic, and will open up the Wong Nei Chong hillside district, where already a number of residences have been built. The road will pass Tai Hong village from which place the road will be named.

The road surface, we understand, will be of the usual tar macadam.

FORD-CHEVROLET POSITION.

INTERESTING RUMOURS.

Speculation as to the 1929 motor market in the U.S.A. centres round the prospects of the Ford and Chevrolet cars, writes "Contact," in *The Motor*. The new competitive force is General Motors in the low-priced six-cylinder field with its new Chevrolet.

There are suggestions on the other side—they do not amount to rumours—that Ford may respond with a six, but latest information from a reliable U.S.A. source is to the effect that this is unlikely and certainly it cannot be confirmed.

It is held that the General Motors concern has lost none of its former price and style appeal and has added to the Chevrolet the appeal of a six in the price range of a four. This sweeping change on the part of the industry's largest producer will render necessary readjustments the effects of which cannot be gauged at this stage. It is estimated that the Ford-Chevrolet programmes for 1929 call for 3,500,000 cars. The *Wall Street Journal* expresses the opinion that if both are successful in realizing their programmes, it will require abnormal growth in demand to furnish other manufacturers with enough business to go round.

"HORSE POWER" JARGON.

MISLEADING USE OF A MOTORING TERM.

Horse-power, of all the terms employed in motoring parlance, is the least understood and the most abused.

One "horse-power" is a unit of measurement, essentially as accurate and fixed as a yard, a pound, or a pint. It was first instituted by James Watt, and represents "neither more nor less, the amount of work done when a weight of 33,000 lbs. is raised a height of one foot in one minute."

This figure is arbitrary, but it is based on experiments with dry horses. The average man can develop and maintain for a reasonable time about one-eighth of one horse-power.

The motorist, since everything depends on the power of the engine, wants to know something about it; the motor manufacturer furnishes him with an extraordinary variety of information on this subject.

Three Figures.

In a catalogue concerning a small car which the makers call their "10.15 h.p." model it appeared that it was "rated" at 11.9 h.p. and gave 82 h.p. "on the brake."

The "10.15" does not mean horse-power at all. It is a rough indication at most, and only serves as a name. The "11.9" does not mean horse-power at all, but informs the owner the amount of the annual tax he has to pay in Great Britain.

This figure is arrived at by a formula involving only the bore and the number of cylinders. Fifteen years ago this formula

could be taken as a rough guide to "brake horse-power," but since then engines have become about four times as efficient, and the formula is thus out of date.

The figure "82" is really the only figure that matters. It refers to the "brake" horse-power that the motor actually develops on the test-bench when coupled up to a dynamometer or "brake." This is the kind of horse-power that pushes the car along.

In steam engine practice there is, further, "indicated horse-power." Motorists are mercifully spared this additional complication. Some car makers do their best to make all this nomenclature intelligible by naming a model with the Treasury figure as the lower and the b.h.p. figure as the higher of a combination. Thus, in one instance, we have a "10.23" type, and in another a "20.60."

French Rating.

We find that a car which is called in France a "5 h.p.," comes into England as a "7 h.p." There is no international understanding on these matters.

Americans sometimes call an engine a "Six-Sixty" because it has six cylinders and gives something over 60 h.p.

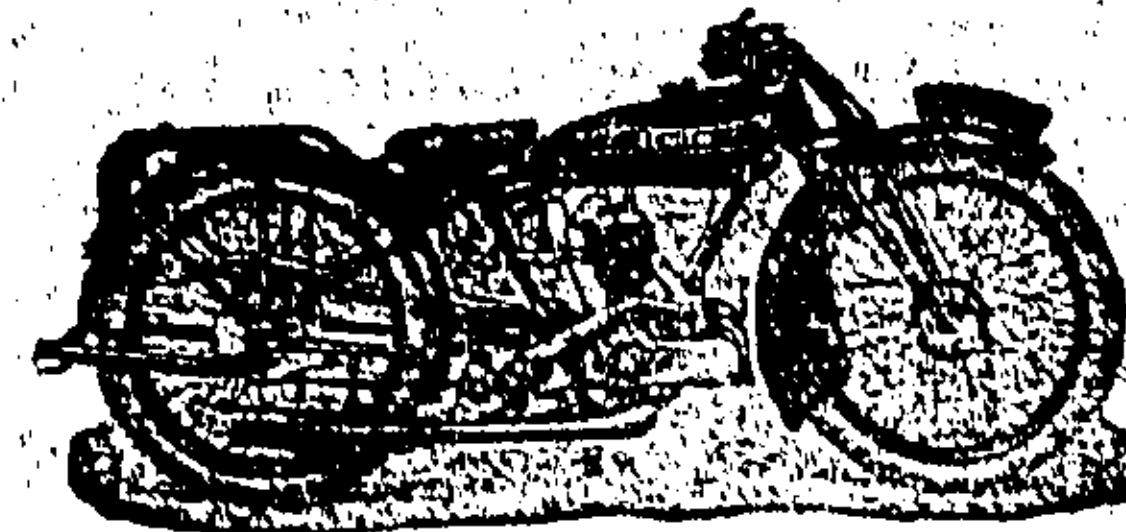
It is a fallacy to suppose that because one car is rated at "13.9" it is necessarily more powerful or faster than one rated at "11.9."

The 11.9 engine may give the greater horse-power of the two.

In the matter of road-performance the two factors which matter, disregarding such qualities as comfort, quietness, detail, and finish, are b.h.p. and weight. The higher the b.h.p. and the lower the weight, the better will be the speed, economy, hill-climbing, and acceleration.

If you are comparing cars of various ratings and prices on the basis of "so much per horse-power," it is as well to make sure that the horse-power is a genuine figure, and not an arbitrary and misleading estimation.

"ZENITH" MOTOR CYCLES.



"ZENITH" "THREE"
H.K. \$570.

Agents,
Hong Kong & S. China:
GILMAN & CO., LTD.
TEL. C. 290.

Service:
DURO MOTOR CO., LTD.
Kowloon. TEL. K. 238.

IMPROVING TYRE MILEAGE.

SOME IMPORTANT POINTS.

In discussing the treatment of pneumatic tyres *The Commercial Motor* says:—Foremost comes the necessity of accurate wheel alignment. This is tremendously important and its test and correction are so simple and easy—many tyre service stations will do the work for nothing—that it is now realized to be folly to overlook it. The question of brake maintenance comes next. Snatchy and irregular use of brakes causes excessive tyre wear, and brakes which overheat as the result of being too closely adjusted cause disintegration of tyres through that heat. Tyres which are under-inflated get hot and depreciate rapidly from that cause. Finally, there is that very prevalent tendency to overload commercial vehicles which, if persisted in, has the same effect upon the tyre as regular under-inflation. All these points, as we have stated, have been brought home to users in one way or another. It is by attention to them, as well as by improved tyre construction, that the remarkable mileages now so common with giant pneumatic tyres are achieved.

"SAFETY FIRST." BE COURTEOUS AND INDICATE YOUR INTENTIONS.

Motor-driving, either of a cycle or of a car, is safe and simple if the driver will exercise care, and, in fact, make it a habit to be careful.

If you have not been on the road long and have not troubled greatly about road signals you should do so. Your safety and the safety of others rests to a degree on your giving the correct warning of a change of direction. No apology is necessary for repeating the best known signals. When about to turn to the right, the right arm should be extended horizontally, the palm of the hand facing forward. But do not think that that is all that is necessary, like so many do. Look into your driving mirror before turning the car from its course and see that no other vehicle is directly upon you and unable to stop in time. It is not sufficient simply to put out the hand and slew the car over and devil take care of the car behind. That is the act of the discourteous motorist.

A LETTER WHICH SPEAKS FOR ITSELF

TRANSLATION

FROM MANZANO HNOS.,
Sullana, Peru

GENERAL MOTORS EXPORT COMPANY,
New York.

August 16th, 1928

GENTLEMEN:

We own a fleet of three Chevrolet one-ton trucks used for transportation in this town. About a month ago, we had to make a trip to a town 130 kilometers from here, having to traverse a dangerous road, at night, and under poor lighting conditions. The poor road, very steep hills, and generally adverse conditions resulted in the driver stalling the truck. It slid backwards. Due to the narrowness of the road it was impossible to steer it safely and it went over a cliff.

We presumed that the truck would be a total loss; (it was loaded, but fortunately had no passengers) and you can readily imagine our surprise when we found that although the body was smashed when the truck turned a triple somersault, not even a tire was split. After inspecting the motor carefully, we started it and it worked normally. Therefore, except for the body that was demolished, the truck did not suffer in the least, and with the help of some laborers and another car, we were able to pull it out of the chasm in which it had fallen, after which it resumed the trip to its destination with the load.

We take great pleasure in advising you of this fact, as a testimonial to the unexcelled construction of the Chevrolet.

With the sentiments of our esteem, we are,

Yours truly,
MANZANO HNOS.
A. JORDAN

*A tribute to Chevrolet Truck that briefly
confirms our claims*

THE HONG KONG HOTEL GARAGE

(THE HONG KONG & SHANGHAI HOTELS, LTD.)

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POWER AND STAMINA OF WILLYS-KNIGHT Motor Trucks OFFERS YOU UNPRECEDENTED SERVICE

Owing to its patented double sleeve-valve design the Willys-Knight six-cylinder engine is exceptionally POWERFUL, quiet, trouble-free and economical.

The thoroughly modern design of Willys-Knight Trucks means faster, more dependable operation, with a minimum of lay-ups and repairs.

Design, material and construction of the highest quality result in stamina and performance essential to modern commercial transportation.

—greater speed, more deliveries per day, more profit, lower cost.

Willys-Knight Truck design includes the features which you, as an experienced truck operator, would build into a truck if you were to design it.

If you are interested in dependable, uninterrupted trucking service at the lowest possible expense—if you wish always to give efficient, reliable delivery service to your customers—let us tell you what one of these Willys-Knight Trucks can do for YOUR business.

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1-ton
1½-ton
WILLYS-KNIGHT
Six Cylinder
MOTOR TRUCKS
2-ton
2½-ton

LONG ECONOMICAL LIFE

ST. JOHN'S CATHEDRAL ANNUAL MEETING.

THE PROPOSED NEW ORDINANCE.

DEAN'S REVIEW OF CATHEDRAL ACTIVITIES.

The Annual Church Meeting of Seatholders and Subscribers of St. John's Cathedral was held yesterday afternoon in the Cathedral Hall, the Right Reverend the Bishop of Victoria (Bishop C. R. Duppuy, D.D.) being in the chair. The Chairman was supported by the Dean of St. John's Cathedral (the Very Rev. Alfred Swann, D.S.O., M.A.), and the following lay members of the Church Body:—Mr. W. L. Pattenden, Mr. Justice P. Jacks, Mr. P. S. Cassidy (Hon. Treasurer), Lt.-Col. W. F. Christian, D.S.O., Mr. W. Jackson and Mr. O. Blaker (Hon. Secretary).

The meeting was called to receive the Dean's report for 1928, and the accounts for the same year and to consider various matters in reference to the proposed new Church of England Trust Ordinance and Regulations; to elect an auditor, sidesman, and representatives to the Church of England Diocesan Conference to be held early in March.

THE DEAN'S REVIEW OF 1928.

The proceedings were opened by a short prayer delivered by the Assistant Chaplain (the Rev. H. V. Koop, M.A.), following which the Hon. Secretary (Mr. C. Blaker) read the notice convening the meeting and the Dean read his report as follows:—

I look back upon the year 1928, my first in Hong Kong, with both thankfulness and humility, thankfulness for what God has been able to accomplish in our Cathedral Church, and humility for my own failures which have handicapped His operation.

Attendance At Services. Congregations at Matins and Evensong on Sundays have been considerable, and on the whole consistent; changes in the weather still affect the attendance too much, but there is a large number of persons who are faithful enough to ignore such fluctuations.

Communicants have been slightly more frequent in their attendance, but the increase is small. The average Sunday number in 1927 was 20, while in 1928 it rose to 22. Such numbers, you will readily understand, give pause to those who love the Holy Communion Service and believe that it is divinely intended to be the principle service of the Church. I am conscious of our failure to win our people to a recognition of the true place of this Service in our devotional life, and the realisation of this failure makes one humble.

Increased Generosity. We have been glad to notice increased generosity in Collections and Subscriptions; the total of these is \$1,154 in advance of those in 1927. This is a cheering sign, since, under modern circumstances, the support of the Church's work must be mainly through the giving of money; and increased giving indicates a desire to back up that work.

We have also given more money "away," which is good. Nearly \$1,000 more than in 1927 was given in 1928 to outside objects. This is an advance very much in the right direction. Almsgiving proper does not begin until we ourselves gain nothing from our giving. Contributions towards much of what we call "Church Expenses" is for our own benefit. The amount we give to other people indicates the extent of our Christian spirit.

Cathedral Music. The music of the Cathedral has unquestionably improved. Our thanks are due to Mr. Mason and the members of the Choir, and also to the Rev. H. V. Koop who has contributed much to this improvement. The new Hymn Supplement has been accepted with more readiness than I dared to hope! But good music and good words will always commend themselves to the unprejudiced.

Children's Service. The regular Sunday Children's Service at 10 a.m. has certainly proved a success. The Children now get a Service every Sunday which is carefully planned for them and teaching which is suitable and consecutive. The Lady Chapel is always full to overflowing, the numbers having grown from less than twenty to over fifty. And the Wails and Strays Society and the Victoria Home have received greatly increased help in consequence. It was cheering to hear from one mother that she had occasion to say to her son "If you're not good you won't be allowed to go to the Children's Service."

Lighting. I think that we have been successful in improving the lighting of the Cathedral. Much experimenting was necessary, but the result has justified it, and the cost has been very moderate. The Chancel and Sanctuary only have been dealt with so far. With a view to the possible improvement of the rest of the lighting the Hong Kong General Electric Company has kindly had photographs taken, at their own expense, which will be sent to England for expert advice.

Sunday Evening Socials. The interior decoration of the Cathedral, long overdue, and delayed still further until the completion of the Chancel lighting, is now in

progress. The Sunday Evening Socials have been carried on throughout the year with a break of some weeks in the Summer. These are an excellent institution, much appreciated by Service men especially. Those who have so splendidly helped with the organisation of them and by providing Entertainment have done a good work.

C.E.M.S.

The Church of England Men's Society, under the keen chairmanship of Professor L. Forster, and with the energetic help of the Secretary, Mr. E. R. Robinson, has made a valuable contribution to our common life by bringing men together. We have no doubt that its study of Anglo-Chinese relationships will prove useful, and its Social Evenings have encouraged good fellowship.

Gratitude To Women's Guild. We have reason for continued gratitude to the members of the Women's Guild by whose supervision and work the Cathedral is kept beautifully clean and its furnishings in good condition. They are organised to promote the glory of God in our Cathedral Church, and since their work is done for this purpose they will not wish to be thanked. Nevertheless we are most glad to acknowledge their services. In this connection it is right that we record our great appreciation of the work done in the past by Lady Pollock. For many years Lady Pollock had devoted herself to all matters connected with the Cathedral with both energy and generosity. (Applause.) She has lately found it necessary to resign from her leadership of the Women's Guild, and we must not let this occasion pass without telling her that we recognise the great debt which the Cathedral owes to her.

Mother's Union. During the past year the Hong Kong Branch of the Mother's Union has become more closely attached to the Cathedral, by holding its meetings in the Cathedral Hall and by coming to the Lady Chapel for its Intercessions. We believe that this is a gain both to the branch itself and to the Cathedral. The activities of the Branch are now two-fold, there being a group for needlework and a group for Study.

Proposed New Ordinance. 1928 was a very busy year for the Cathedral Church Body. The preparation of the proposed new ordinance has involved a vast amount of work. We little knew a year ago how much the abolition of pew rents would involve. I hope that the Bishop will forgive me for telling you that the heaviest share has been borne by him. He has put many weeks of most painstaking and exacting work into this matter. The fact that the Draft Ordinance is ready for your general approval at this meeting is very largely due to him. The help of Mr. Jacks in this work has been invaluable. He came to our aid in the nick of time and has guided us to our present position with much wisdom and patience. Mr. Pattenden and Mr. Ainsworth who were also members of the Sub-Committee dealing with the Ordinance, gave a great deal of time and thought to the matter. We very much regret that Mr. Ainsworth's illness and retirement has made it necessary to fill his place on the Church Body.

A Decided Step Forward. I feel quite certain that the passing of this proposed new Ordinance would mark a very decided step forward for St. John's Cathedral. And if, together with this opening up of new and more efficient channels, a strengthened flow of spiritual life and energy could be produced, we might well look forward with hopefulness to the future.

No amount of organisation by itself can advance the Kingdom of God. The spirit of real devotion to God is of infinitely more importance. Without that the organisation is a mere dead body. But where the two go together God has an effective instrument for His use. (Applause.) Following the reading of the report the Bishop said that he believed that a great deal of the work of the Cathedral during 1928 was not yet apparent, but would be seen during the present year and in days to come. He asked the Hon. Treasurer to present the accounts.

THE ACCOUNTS FOR 1928.

The Hon. Treasurer, Mr. P. S. Cassidy, presented the Statement of Accounts, showing a loss on the year's working of \$6,021.81. After dealing with the various items in the accounts Mr. Cassidy went on to review the financial position and pointed out that on the present basis of income and expenditure further deficits, which he estimated at from \$5 to \$6,000, would recur annually unless Cathedral income expanded. He stated that an appeal for funds would be issued shortly and he hoped that there would be a generous response. As the number of regular subscribers was at present very small in proportion to the size of the congregation he thought that there was ample room for an increase in annual contributions and it appeared to him that there should be a greater recognition of the financial requirements of an efficiently organized Church. Mr. Cassidy also referred to the Organ Fund which was still \$8,500 short of the amount spent in rebuilding the organ. He threw out the suggestion that as the Cathedral still lacks a memorial to its benefactor, the late Sir Paul Chater, the reconstructed organ might be associated with his name by raising a Chater Memorial Fund to wipe off the existing debt.

QUESTION OF PEW RENTS.

Mr. P. S. Cassidy (Hon. Treasurer) then proposed the following resolution:—

"To approve the abolition of pew rents as from the passing of the Ordinance and the formation of the new electorate. A register of seat-holders to be kept in the meantime and seats to be charged as in the past."

In doing so he said that the abolition of pew rents had been before the congregation for some few years past and had already been approved in principle. Practically no opposition had been evidence and he thought that the majority of church people could not understand why the abolition had not been effected so long since. The reason was that so long as the present Ordinance remained in force the Church could not rid itself of pew-renters for they formed part of its present electorate.

The object of the motion before the meeting was to empower the Church Body to disfranchise pew-renters as soon as the proposed Ordinance was passed and the speaker hoped that they would signify their agreement.

It might be some months before the Ordinance went through, said Mr. Cassidy and it was therefore necessary to continue to allot seats to existing seat-holders and for that purpose it was necessary to retain a register of seat-holders. The Electoral Roll would take the place of the Register.

This resolution having been seconded by Lt.-Col. W. F. Christian, D.S.O., was passed unanimously.

The Bishop then proposed a vote of thanks to Mr. P. S. Cassidy for his services as Hon. Treasurer which was very heartily accorded.

Proposed New Ordinance. Mr. Justice Jacks proposed a motion "generally to approve the principles contained in the proposed Church of England Trust Ordinance and Regulations for Church Councils."

He said that at the last meeting they had approved of the principle of the abolition of pew rents. The Church Body had subsequently given much time and consideration to that point. It had struck them that it was the pew holders who had formed the majority of the electors of the Cathedral Body, and that if pew rents were abolished the present electorate would be automatically dissolved. They had to look round and decide who should be the electorate of the future.

They had considered conditions at Home and had decided to follow the lines of the Church Councils at Home. A further point to be considered was how Church property was to be held, and it was proposed that a body of Trustees should be formed to hold all Church property in trust and that with the exception of the ex-officio members they should be appointed by the Church Council. The trustees proposed were the Bishop, the Dean and the Vicar of St. Andrew's, Kowloon, ex-officio with two lay members to be appointed by the Councils of the Cathedral and St. Andrew's in the first instance.

The Ordinance had been drafted and it was hoped in the course of a few weeks to call an extraordinary meeting to approve the bill before submitting it to the Government. The first lay trustees must be named in the bill and subse-quent trustees elected. They therefore would have two things before them if the Ordinance were passed—the formation of a body of trustees to hold Church property and the formation of councils responsible for church matters.

He proposed the approval of the new ordinance and regulations.

Sir Henry Pollock observed that the Ordinance had been an opportunity of seeing either the ordinance or the regulations, and enquired upon what principles and on what qualifications would persons be elected to the Church Council?

The Dean read the regulation embodied in the proposed ordinance to the effect that all persons of over 18 years of age of either sex who were actual communicants and not on the communion roll of any other church were eligible, and would be placed on the roll of electors. They would remain on the roll as long as these qualifications existed.

Draft Open For Inspection.

The Bishop then said that it had been proposed and seconded (by Mr. W. L. Pattenden) that the principles contained in this ordinance and regulations be approved. The Church Body had tried to make people acquainted with these principles by means of articles printed in the January numbers of the *Cathedral Notes* and the *St. Andrew's Magazine*. At the end of these articles was a notice to the effect that anyone who wished to examine the draft of the proposed ordinance could do so on application to the Hon. Secretary, Mr. C. Blaker. He asked Mr. Cassidy to move that the following motion:

To approve the abolition of pew rents as from the passing of the Ordinance and the formation of the new electorate. A register of seat-holders to be kept in the meantime and seats to be charged as in the past.

Difficulties Explained.

Mr. Cassidy said there was no need to go over the ground again. Some people could not understand why the new rents had not been abolished immediately it was decided to do so, but this was impossible before the new ordinance was passed.

An amendment was suggested that the abolition of pew rents should date from the 31st of December, following the passing of the ordinance in order to complete the year. Mr. Cassidy replied that if the ordinance was not passed until late in the year the pew rents would in point of fact run on until the end of the year, but if the ordinance were passed within the first quarter no rents would be charged for the period between the beginning of the year and the coming into effect of the ordinance.

The motion was seconded by Lt.-Col. W. F. Christian and carried unanimously.

Extraordinary General Meeting To Be Called.

The Bishop then announced that an extraordinary meeting of seat-holders and subscribers will be held, at such time and place as shall be announced later, to approve the bill and any draft regulations in their final form and conditionally to elect two lay trustees in accordance with clause 3 (1) of the draft Church of England Trust Ordinance, 1928, who shall come into office if and when such Ordinance is passed.

ELECTION OF OFFICERS.

Six Lay Members.

The following lay members of the Church Body were then elected by ballot:—Lt.-Col. W. F. Christian, Mr. Justice Jacks, Mr. W. Jackson, Mr. W. L. Pattenden, Mr. O. Blaker and Mr. L. Forster.

Electoral Roll.

The Dean proposed a motion:—To instruct the Church Body to arrange for the formation of an electoral roll on the lines of the draft regulations for Church Councils, 1928, clause 17 (b).

He said they would need some time for the preparation of a new electorate so that they might when the ordinance was passed be ready to ask people to join it.

Sir Henry Pollock seconded the motion which was carried unanimously.

Auditors.

Mr. W. Jackson proposed and Mr. Cassidy seconded, the re-election of Messrs. Lowe, Bingham & Matthews as auditors. Captain Mitchell asked why as appeared from the balance sheet it should be necessary to have one firm of accountants to audit the accounts of another firm of accountants. Mr. Cassidy replied that it was a matter of professional etiquette when a firm of chartered accountants were in question as the original accountants.

Temporary Church Council.

The Dean then moved that no Church Council be appointed pending the coming into operation of the new Bill. There was some discussion on this matter the Bishop finally suggesting that it would be better to leave the matter in abeyance and for the Church Body to elect a council if they thought it necessary. It was decided not to proceed with this motion at that meeting.

Church of England Diocesan Conference.

It was announced by the Bishop that the Church of England Diocesan Conference will be held on Thursday, March 7th, and Friday, March 8th. The Cathedral is entitled to send eight representatives. The following were elected as representatives. The lay members of the Church Body, Lady Pollock and Mrs. Duppuy.

There will be a celebration of Holy Communion at the Cathedral at 7.45 a.m. each day of the Conference. The first session will be held on Thursday, March 7th, in the Cathedral Hall from 10.15 to 7.15 p.m. and the second session on Friday, March 8th, at the same hour and place.

(Continued on next column).

"BODY AND SOUL."

ANOTHER AND BETTER—MR. CHANEY.

GRUESOME STORY OF THE ALPS AT THE QUEEN'S.

[BY OUR FILM CRITIC.]

I should not recommend "Body and Soul" to any one who is nervous or highly strung. It is an exceedingly gruesome story, very realistically acted. But if you have strong nerves and enjoy horrors you will find it unusual and very well worth seeing.

Perhaps the most interesting thing is the acting of Lionel Barrymore as "Dr. Laydon." It is a typical Lon Chaney part but Mr. Barrymore gets incomparably more out of it. His characterisation of the drunken wreck of a once skillful surgeon, so mad with jealousy and drink that he can brand his young wife with a red hot iron, and operate on her lover before her eyes is amazingly good. Amazing because, through it all, he wins your sympathy and makes you see his side. Lon Chaney would have been just a revolting monster, perhaps a little pitiful in his blinded half animal brain, but for all that arousing the instinct that makes us kill worms. The part of the wife is played by Aileen Pringle with considerable ability, although, except in the branding scene she has very little acting to do, while Norman Kerry makes a bold bluff (the lover). The settings are excellent and some unusual and clever snow scenes make one of the most interesting features of the film.

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY G.O.W. ON 350 METRES.

1.48 p.m.—Weather report.
5.30-6.30 p.m.—Demonstration programme.

7.48 p.m.—Evening weather report.
8 p.m.—Evening programme (Victor records).

10.10 p.m.—News bulletin.
Dance music.
10.30 p.m.—Close down.

Sidesmen.

The following gentlemen were elected as sidesmen on the proposal of Mr. Owen Hughes, seconded by Mr. A. Hopper:—Messrs. T. W. Carr, Andrew Cheung, L. A. H. Duncan, J. Grenham, H. Owen Hughes, B. J. de H. Moore, Col. T. A. Robertson, E. R. Robinson, C. H. Resker, N. L. Raitton, R. A. Sinca, F. H. Tarrant, W. Jackson, W. L. Pattenden, and G. A. C. Hecklots.

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BE HAPPY AND SAVE

MONEY.

A Sound Working Theory of Life

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[A.R. 6.]

MR. ANDREW HARPER'S

PURCHASE OF LAND.

A CORRECTION.

In our report yesterday of the

sale of the piece of land in Nathan

Road purchased by Mr. Andrew

Harper on Monday, it was stated

that there was no bidding for the

site. The land, which is near the junction

of Nathan and Prince Edward

Road, has an area of 2,145 square

feet, and adjoining Kowloon Island

Lot No. 2097, which is owned by

Mr. Andrew Harper. The upset

price for the lot was \$4,800. Bid-

ding was brisk, and it was eventually

knocked down to Mr. Andrew

Harper for \$5,000.

Mr. Andrew Harper intends to

extend his garage, which stands on

Kowloon Island Lot No. 2097, and

he has therefore bought this land

at a very high figure. It worked

out at \$3.72 per square foot.

[A.R. 6.]

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INTIMATIONS.

THE HONG KONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the SHAREHOLDERS of the HONG KONG & SHANGHAI BANKING CORPORATION will be held on SATURDAY, the 27th DAY of FEBRUARY, 1929, at 12 O'CLOCK NOON at the CITY HALL, Victoria, in the Colony of Hong Kong for the purpose of considering, and if thought fit, passing the following Resolution, viz:—

That the Directors of the Hong Kong and Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the Shareholders of the Corporation to take all such steps as may be necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hong Kong and for the enactment of the same by the Governor of Hong Kong with the advice and consent of the Legislative Council thereof, in the terms of a print which, for the purposes of identification, has been signed by the Chief Manager of the Corporation, in substitution for the existing Ordinances (except as in such print is mentioned) and Deed of Settlement of the Corporation.

AND NOTICE IS HEREBY ALSO GIVEN that a FURTHER EXTRAORDINARY MEETING of the SHAREHOLDERS of the CORPORATION will be held on SATURDAY, the 27th DAY of FEBRUARY, 1929, at 12.45 in the AFTERNOON, at the same Place, for the purpose of receiving a Report of the above mentioned Meeting and of considering, and if thought fit, confirming the above Resolution in accordance with Article 96 of the Corporation's Deed of Settlement.

Dated this 1st day of January, 1929.
By Order of the Directors,

A. C. HYNES,
Chief Manager.

NOTE:—A Copy of the proposed New Ordinances can be seen during the usual Banking Hours (SUNDAYS, PUBLIC and BANK HOLIDAYS excepted) in Hong Kong at the Head Office of the Corporation or at the Offices of Messrs. JOHNSON, STOKES & MASTER, Prince's Building, Solicitors to the said Corporation, and in Shanghai at the Office of the Corporation, from the Date hereof until the Date of the above mentioned Confirmatory Meeting.

"PEAK MANSIONS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation.

Five-Roomed and Six-Roomed APARTMENTS with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts.

Apply to—
CREDIT FONCIER,
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4th Floor,
FRANCIS BANK BUILDING.

TO LET.

MAY to NOVEMBER 30th, 203 PEAK, GORDON HILL, Five Rooms, Furnished, Modern Sanitation.

Apply to—
JOHN FLEMING,
c/o LOWE, BRIDGES & MATTHEWS.
[7360]

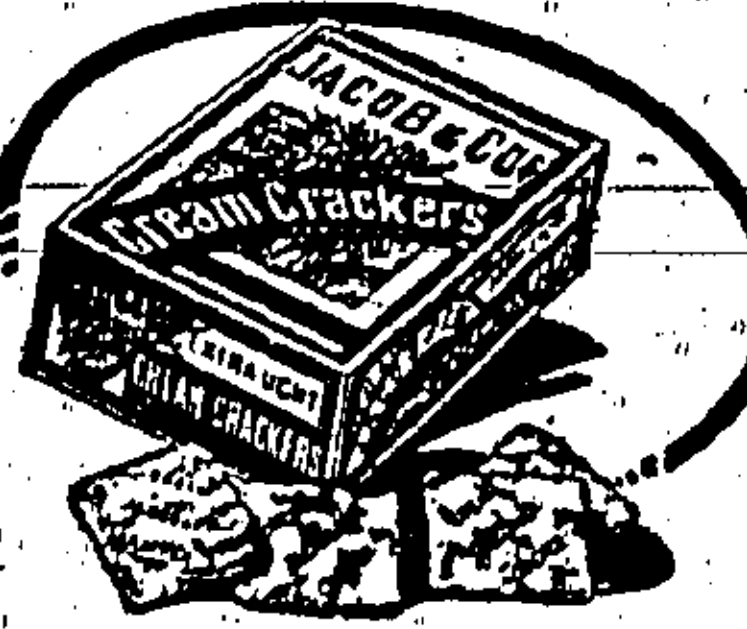
TO LET—Furnished HOUSE at Kowloon, 6 Large Rooms, Garage, excellent location. APRIL—NOVEMBER. Write Box No. 7280, c/o Hong Kong Daily Press. [7280]

TO LET—No. 7, STEWART TERRACE, 270 PEAK, From MARCH 1st to OCTOBER 31st. Five Rooms Fully Furnished. Modern Sanitation. Servants' Quarters. Garden. Apply P. A. MACKINTOSH. [7169]

FOR SALE—BUICK TOURING CAR 5 Seater in Good Condition \$1,400 or Near offer. Apply Box 7294, c/o Hong Kong Daily Press. [7294]

FOR SALE—Six Cylinder, 5-Seater BRKING TOURING CAR—1927 Model—in First Rate Condition. Available END OF FEBRUARY—Apply to: A.D.C. HEADQUARTER HOUSE, for Particulars. [7303]

WANTED—English Woman requires Daily Employment, Capable Child's NURSE.—Apply: Box No. 7312, c/o Hong Kong Daily Press. [7312]



So essential to have a tin

in the house.

Dainty light

always appetising.

FORGED BANKNOTES TRIAL.

CLEVER WORK BY CHINESE DETECTIVE.

WONDERFUL IMITATIONS OF \$50 NOTES.

PRINCIPAL FORGER BOLTS.

Clever work by a Chinese detective led to the ultimate indictment of four Chinese at the Criminal Sessions yesterday before the Chief Justice, Sir Henry Gollan, on charges in connection with alleged forged \$50 notes.

The spurious notes are described as being very clever imitations liable to deceive even the most astute business man.

The attention of the police was concentrated on the detection of a possible gang of clever forgers in the Colony as a result of the extensive circulation of spurious notes in the early part of last year. Mainly owing to the skilful and fearless work of Chan Sui Ping, a Chinese detective, a gang was run to earth and four arrests were made in November last. Unfortunately, Chang Wing, one of the principals, escaped and has managed to evade arrest up to the moment.

THE CHARGES.

Wu Wang Ngai, Li Lai Chan, Lai Hon, and Chau Hoi are charged with having conspired together to utter forged banknotes purporting to be \$50 notes issued by the Hong Kong and Shanghai Banking Corporation, knowing them to be forged, and with intent to defraud. Li Lai Chan and Lai Hon are further charged with being in possession of 40 such notes, while Chau Hoi is additionally charged with possession of one forged \$50 note.

Wu Wang Ngai is further charged with being in possession of 13 plates, being implements for forging notes issued by the Central Bank of China.

All the accused pleaded not guilty.

Mr. Somerset Fitzroy is prosecuting for the Crown, and Mr. Leo d'Almada, junior, instructed by Mr. Leo d'Almada, senior, is defending the fourth prisoner, Chau Hoi.

A Mammoth Order.

Mr. Fitzroy in opening for the Crown said that during the early part of last year, a number of forged bank notes were circulating in the Colony.

The police succeeded in getting into touch with what they believed to be one of the main distributing centres, and with certain persons who were thought to be putting the forged notes on the market.

The investigations resulted in the four prisoners being arrested.

On November 14th, last year, a Chinese detective named Chan Sui Ping got into touch with the first prisoner, Chan Sui Ping had a specimen note and after due palaver he was asked how many he would like, and he replied that he would be prepared to take up \$30,000 worth.

The Trap Is Laid.

Mr. Fitzroy produced the forged notes and some genuine ones remarking that the paper was much the same, and one might very easily be "taken in" by the forged notes.

It was pointed out to His Lordship that the principal means by which the forged notes were detected was the slightly smaller lettering of the words "Hong Kong and Shanghai Banking Corporation."

Chan was asked for a deposit, and the next day Chan handed over \$30 to the first prisoner. The third prisoner then appeared on the scene. It was not known where he came from but he had apparently been watching. The money was handed to him by the first prisoner, after which Chan was taken to the third floor at No. 114, Des Vaux Road Central.

There he came into contact with Chan Wing, who appeared to be the master spirit.

Money-Changer's Shop.

A discussion ensued as to where the notes were to be delivered, and Chan asked them to be taken to a money-changer's shop. That was agreed to at the time, but later they thought better of it and declined to carry out the business with that shop, so the transaction continued at the Des Vaux Road address.

Describing following events when the notes were supposed to be brought to the house but did not arrive, Mr. Fitzroy said that Chan Wing told the second prisoner to go to Wanchai and get the notes. Chan Wing later noticed a Police Inspector outside the house, and, becoming suspicious, suggested they moved to another house, which was done.

The fourth man came on the scene later, when the police were in possession of the house. The man walked into the premises, and when he saw the police officers he took a note out of his pocket and dropped it on the floor.

THE EVIDENCE.

Searched The Premises.

A European Police Sergeant said he visited No. 19, Queen's Road East on November 16th, being accompanied by two Chinese detectives and having authority to search the premises. He found there a woman, whom he later discovered was the wife of Chan Wing. There were other people present, and later Wu Wang Ngai came in and claimed to occupy the front cubicle.

Witness searched the cubicle and found the bottom drawer in a chest of drawers locked. The key was

produced by the woman and after he had opened it, witness found inside four packets wrapped in Chinese newspapers. One packet contained two long, oval plates of a design similar to that used on ten-dollar Central Bank of China notes. The other packets contained smaller pieces of plate engraved with signatures, scrolls, etc., of designs similar to those on Central banknotes.

Hand Printing-Machine.

On resuming, after tiffin, the Sergeant said he searched the front cubicle and then searched the middle cubicle where he found a basket containing parts of a machine which were wrapped in pieces of newspaper. These parts were assembled and were found to make a hand printing-machine.

There was also a small attache case which contained two zinc blocks and a number of painted labels. A large open rattan basket contained bottles of chemicals.

At a later visit on the same day, witness again searched the cubicle and found in the cupboard of a washstand cabinet in the middle cubicle, eleven small bottles of ink. He then arrested Wu Wang Ngai.

More Arrests.

The next day witness went to 114, Des Vaux Road and found a detective officer with Chau Hoi and another man standing by a table on the front verandah. There was a wad of notes, "fives" and "tens," to the value of \$80 with one \$50. Witness took charge of the notes and arrested Chau Hoi.

Detective's Story.

Chan Sui Ping, a detective, said that on November 14th he saw Wu Wang Ngai. Witness was wearing a long gown and spectacles. Prisoner asked witness if he had seen the "samples." He replied that he had and they were very good. Witness asked prisoner what was the price for one \$50 note and prisoner replied, "\$25 each."

Prisoner asked witness what quantity he would require and was told 20 or 30 thousand dollars worth to send to Swatow, Foochow, and Amoy. Prisoner asked for the return of the "sample" and witness said he would take him back to his shop where the "sample" was being looked after by his foki.

Witness took prisoner to a money-changer's office. They sat there and a servant boy gave them tea. They continued to discuss the purchase of the notes and prisoner asked for the money. Witness told him he would have to wait for the return of the foki.

Later, when he was about to go, prisoner asked witness to let him know at 5 o'clock and to return the "sample" by then.

"Bargain" Money.

Witness met prisoner the next day and handed over \$30 "bargain" money.

Lai Hon walked up at that moment and witness asked prisoner if he was "all right." Prisoner said he was his foki and was quite "all right." Prisoner handed the money to Lai Hon who put it in his pocket. Witness was told that Lai Hon would "put the business through" for him that afternoon.

He went along in the afternoon and Lai Hon signalled to him through a glass door. He went out to him and Lai Hon told him they were going to the third floor of 114, Des Vaux Road Central.

Upon arrival, Chan Wing asked what quantity witness was going to buy. Witness said \$2,000 worth at the moment. Chan Sui Ping and Chan Wing went away leaving Lai Hoi with witness.

(Continued on next Column.)

TO-DAY'S FOOTBALL.

INTERPORT TRIAL GAME.

Selected Team v. Royal Navy on Hong Kong F.C. ground. Kick off at 4.30 p.m.

The following have been selected to play against the Royal Navy:— Clarke, Wynne and Bishop, Everest, McKelvie and Lam Yuk Ying; Barkham, Fung King Cheung, A. Gosano, Suen Kum Shun and Chan Kwong Ju.

Newspaper Report.

Chan Wing returned alone and said the notes would arrive "soon." Li Lai Chan, his wife, then arrived and went into a cubicle with Chan Wing where they were under the observation of another detective who had gone with witness as his foki.

Chan Wing drew attention to a newspaper report concerning forged notes but witness said there was no need to fear as the notes were needed for other districts.

Chan Wing told his wife to go to Wanchai to get "all the banknotes." She returned about an hour later and sitting down, commenced to talk about irrelevant matters. Her husband had slipped out but returned in a state of fear and waved his hand to his wife and Hoi Hoi who went on to the verandah.

Chan Wing exclaimed, "Look out in the street! There are some Europeans and Chinese who look like detectives."

Chan Wing told witness to leave the premises first. He did so and the other detective followed. Half-way down the stairs they met another officer and witness signalled him to go back. Witness told this officer to tell his sergeant that the case would be put through elsewhere in a room at 212, Mei Chau.

When witness and his colleague reached this place, they found Lai Hon awaiting them. He left to inform the others of their arrival but failed to return.

Witness went back to Des Vaux Road but the flat was in darkness. He called again along shortly before midnight and found a number of police officers with Chau Hoi and Lai Hong who were detained.

At this stage of the proceedings, His Lordship announced that the case would be adjourned until 10.30 a.m. on Thursday.

LOCAL FOOTBALL ADMINISTRATION.

CHINESE PLAYER'S SUSPENSION.

C.A.A. OFFICIAL ON CHINESE PLAYERS AND PUBLIC.

INTERPORT ARRANGEMENTS.

There was some heated discussion yesterday evening when the H.K. Football Association Council held their meeting in the board room of the South China Morning Post, Mr. R. Hall presiding.

An appeal was made by the China Athletic Association against the punishment inflicted on one of their players, Chu Kwai Shing by the emergency committee. The lengthy letter, by Mr. A. W. Hollands, the Secretary, stated that Chu Kwai Shing was suspended from playing for the rest of the season, for kicking a player of an opposing team. The C.A.A. said that they would personally guarantee that the offender did not repeat the offence, and asked the Council to reconsider the penalty.

The suspended player, it was said, always played the game for the game's sake, although he was inclined to be of a hasty temper at times.

This Season Is The Worst!

Mr. Black said that he thought that the sentence imposed by the Council was too severe. He had never heard of a case where a player had suspended for twelve months for any ordinary kind of infringement.

Protesting against the appeal, Mr. Hollands said that this season was the worst they had yet experienced. There had been several cases of misconduct among players, and there was still another case to come before the Council. He thought that the Council should back up the Emergency Committee in their treatment of Chu Kwai Shing, and that if this particular case was re-considered, they would then be faced with requests to consider all other cases.

Mr. Black interjected that a twelve month suspension should not be allowed except for murder.

Continuing Mr. Hollands said that Chu Kwai Shing was playing outside right in the Interport game at Shanghai last year, and his "dirty" play rightly got him ordered off the field. He was not penalised on that occasion because of a technicality.

Chinese Opinion.

Speaking on behalf of the C.A.A., Mr. Lee, said that although he had no sympathy for the offender, he nevertheless wanted to say a few words on his behalf. He said that the average European, not even members of the Council, knew exactly how the two Chinese clubs—the C.A.A. and the S.C.A.—had to be administered. These clubs were not and could not be run on lines similar to other clubs. They had to be lenient and to encourage their players. This was perhaps done too excess, from one point of view but it had enabled football to gain its present popularity in the Colony among the Chinese.

The suspension of Chu Kwai Shing was extensively commented upon by all Chinese papers. "They are full of it, and public opinion is much against it. You all know what the Chinese are! Once they have made up their mind, nothing can convince them to the contrary."

The speaker went on to say that he did all he could to persuade the public that Chu was rightly suspended, but to no avail. He had had the administration of the C.A.A. once and had resigned because the methods of administration were not such as would himself wish to employ.

As the matter was becoming a big one with the Chinese and Chinese public opinion was strongly in favour of the appeal, he would therefore ask the Council to view it as a special case and re-consider the penalty.

Captain Austin said that it was the duty of all Chinese clubs to clear out from their institutions those who could not play a clean game. "If there is a dirty player among them, it is their bounden duty to get rid of him." He then proposed that no notice be taken of the appeal. This was seconded by Mr. R. M. Dyer and carried.

Interport Games With Shanghai.

It was announced that the interport games tentatively fixed with Shanghai would be held on February 11th, 12th and 13th. An Interport Dinner would be given at the Savoy Hotel on Saturday, February 16th, over which Mr. R. M. Dyer was asked to preside.

A letter was read from the Hong Kong Football Club stating that they would be pleased to place their stands and ground at the disposal of the Association for the interport games, provided they were given 300 free seats in the members' enclosure.

Asked if this had been done in the past, Mr. Hollands said that it had never been done. He understood that the Hong Kong Football Club was asking for the three hundred free seats in order to sell them to their own members and thus augment the Club's funds.

Captain Austin said that he thought that it was a very reasonable request. The H.K. Football Club was spending a great deal of money on improvements to both the stands and the ground. These improvements, in a measure, were also made for the benefit of the Association.

Put to the meeting the request was granted.

A letter was received from Mr. Barber thanking the Association for the assistance given him during the time he had served on the Referee Committee. A vote of thanks was in return passed acknowledging the valuable work done by Mr. Barber.

Mr. Barber's departure had created a vacancy on the Referee Committee, to which Lieut.-Comdr. J. P. White, R.N., was appointed.

Proposed by Mr. J. Ormiston and seconded by Capt. Austin, the appointment of the Appeal Board, comprising Messrs. R. M. Dyer, P. P. J. Wodehouse and A. T. Hamilton, was confirmed, they are to serve throughout the current season.

Those present at the meeting were Mr. R. Hall, P. P. J. Wodehouse, Captain Austin, R.A., Mr. R. M. Dyer, Mr. G. T. May, Mr. D. Black, Mr. J. Ormiston, Comdr. Byron, R.N., Lieut.-Comdr. J. P. White, R.N., Mr. H. K. Lee, Mr. F. Smith, Mr. A. T. Hamilton and Mr. A. W. Hollands.

FANLING HUNT

STEEPLECHASES

SUNDAY

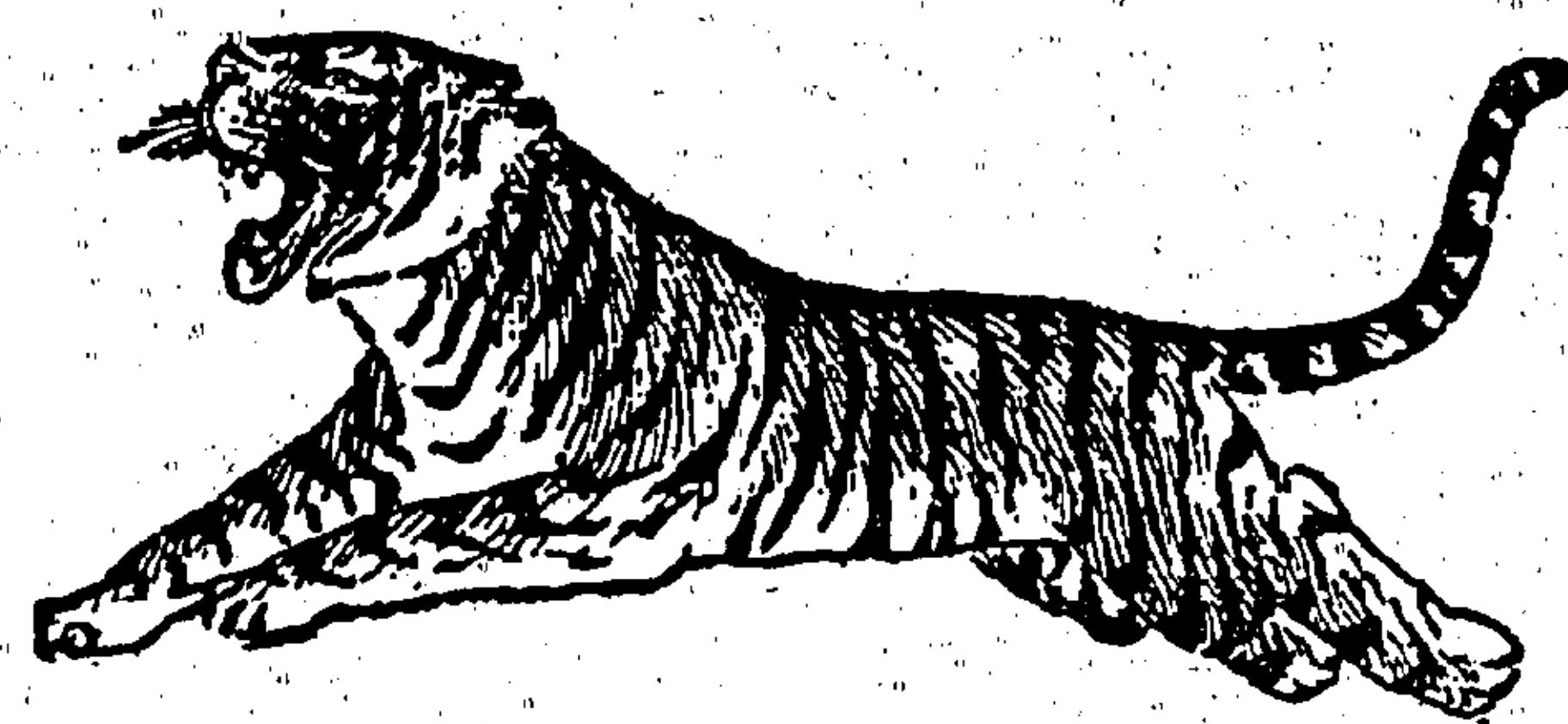
17th FEBRUARY

Entries Close at NOON,

FRIDAY, 1st FEBRUARY

FORES FROM THOMSON & Co.

[731]



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SALON	"KIDKANG"	On 30th Jan.	Noon
SHANGHAI	"HUPPE"	On 30th Jan.	3 p.m.
SWATOW & SHANGHAI	"HUPPE"	On 31st Jan.	3 a.m.
HONGKONG, FAKHOI & HAITONG	"HUPPE"	On 31st Jan.	10 a.m.
SHANGHAI	"CHINKIANG"	On 31st Jan.	3 a.m.
SWATOW, SHANGHAI & TIENTSIN	"CHINKIANG"	On 31st Jan.	10 a.m.
SHANGHAI & DALNY	"LIANGHONG"	On 3rd Feb.	8 a.m.
SWATOW & BANGKOK	"KALGAN"	On 3rd Feb.	11 a.m.
AMOI, SWATOW & SINGAPORE	"ANHUI"	On 3rd Feb.	6 p.m.
HONGKONG, FAKHOI & HAITONG	"CHINHUA"	On 5th Feb.	10 a.m.
AMOI, SHANGHAI & TIENTSIN	"SINKIANG"	On 5th Feb.	3 p.m.
SINGAPORE	"KWEIYANG"	On 5th Feb.	4 p.m.
SHANGHAI	"YUNNAN"	On 5th Feb.	3 p.m.
SWATOW & SHANGHAI	"LINAN"	On 7th Feb.	3 p.m.
WAIHAI, CHEFOO & TIENTSIN	"HUGHOW"	On 7th Feb.	4 p.m.
SWATOW, SINGAPORE & BANGKOK	"KINGYUAN"	On 14th Feb.	11 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SOUKOW"	On 17th Feb.	8 a.m.
WAIHAI, CHEFOO & TIENTSIN	"KUEICHO"	On 19th Feb.	4 p.m.

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TAIPING	8th March	15th March
CHANGTE	9th April	18th April
TAIPING	7th May	14th May

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S.S.	DEPARTURE	ARRIVAL
"AUTOLYCHUS"	8th February	
"CITY OF GUILDFORD"	22nd March	
"LAOMEDON"	5th April	

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SPHINX ... 12th Feb.	COMPIEGNE ... 12th Feb.
G. METZINGER ... 26th Feb.	ANDRE LEBON ... 26th Feb.
COMPIEGNE ... 12th Mar.	PORTOS ... 12th Mar.
ANDRE LEBON ... 26th Mar.	CHENONCEAUX ... 26th Mar.
PORTOS ... 9th Apr.	ATHOS II ... 9th Apr.
CHENONCEAUX ... 23rd Apr.	D'ARTAGNAN ... 23rd Apr.
ATHOS II ... 7th May	SPHINX ... 7th May
D'ARTAGNAN ... 21st May	G. METZINGER ... 21st May

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Shipping News Arrivals and Departures, etc.

ARRIVALS.	VESSELS EXPECTED.	CLEARANCES.
January 29th. Anyo Maru, Japanese str., 5,741 tons, Capt. T. Takeda, from Nagasaki, which port she left on January 24th, with 1,348 tons of general cargo, lying at buoy No. A8.—N.Y.K. Chenan, British str., 1,354 tons, Capt. N. Hardie, from Amoy, with a general cargo, lying at buoy No. B34.—B. & S. Padua, British str., 4,923 tons, Capt. S. Y. Woodroffe, from London via Singapore. The latter port she left on January 21st, with a general cargo, lying at buoy No. A1.—Mackinnon, Mackenzie & Co. Tai Poo Sek, French str., 1,319 tons, Capt. M. Paul, from Port Bayard, with 850 tons of general cargo, lying at buoy No. C40.—Shun Cheong. January 29th. Albert Sarrant, French str., 1,181 tons, Capt. A. Heoert, from Saigon, which port she left on January 24th, with a general cargo, lying at buoy No. C46.—Messageries Maritimes. Ceylon Maru, Japanese str., 4,905 tons, Capt. T. Saito, from Calcutta, which port she left on January 24th, lying at Kowloon Wharf.—N.Y.K. Chinkiang, British str., 1,229 tons, Capt. C. Stringer, from Swatow, with a general cargo, lying at buoy No. C19.—B. & S. D'Artagnan, French str., 20,500 tons, Capt. Malasseua, from Yokohama, which port she left on January 20th, with a general cargo, lying at Kowloon Wharf.—Messageries Maritimes. Helios, Norwegian str., 1,113 tons, Capt. O. S. Olsen, from Swatow, with rice and general cargo, amounting to 1,928 tons, lying at buoy No. C39.—Thoresen & Co. Kalgan, British str., 1,556 tons, Capt. McCulloch, from Swatow, with rice and wood, amounting to 1,500 tons, lying at buoy No. B11.—B. & S. Kentucky, American str., 3,343 tons, Capt. R. Wilson, from Kobe, which port she left on January 24th, with a general cargo, lying at buoy No. A10.—Columbia S.S. Co. President Lincoln, American str., 14,187 tons, Capt. H. L. Jones, from San Francisco, which port she left on January 4th, with 1,713 tons of general cargo, lying at Kowloon Wharf.—Dollar S.S. Sailroad, German str., 4,078 tons, Capt. E. Heller, from Shanghai, which port she left on January 26th, with a general cargo, lying at buoy No. A3.—Jensen & Co. Santhia, British str., 4,841 tons, Capt. A. B. D. Cruz, from Kobe, which port she left on January 24th, with a general cargo, lying at buoy No. A2.—Mackinnon, Mackenzie & Co. Shantung, British str., 1,583 tons, Capt. W. J. Hodge, from Canton, lying at buoy No. B9.—B. & S. Yendai Maru, Japanese str., 2,070 tons, Capt. T. Kamko, from Dairen, which port she left on January 25th, with a general cargo, lying at buoy No. B23.—M.B.K. Yubae Maru, Japanese str., 1,958 tons, Capt. Y. Yoshioke, from Mike, which port she left on January 25th, with a cargo of coal, lying at buoy No. B50.—M.B.K.	East Asiatic Co., Copenhagen (John Manners & Co., Agents). Java, Feb. 2nd. Danmark, Feb. 10th. Australia, Feb. 17th. Chile, Feb. 23rd. Eastern and Australian Lines. Arafura, to-day. Tanda, Feb. 4th. St. Albans, March 4th. Glen Line. Glenamoy, Feb. 9th. Glenahane, Feb. 9th. Glenagarry, Feb. 18th. Glenapp, March 4th. Glenahel, March 18th. Glenavonshire, April 1st. Hamburg-Amerika Linie. Havensand, Feb. 6th. Ermland, Feb. 12th. Leverkum, Feb. 23th. Burgeland, March 18th. Rahr, April 2nd. Java-China-Japan Line. Tjikini, Feb. 6th. Tjisondari, Feb. 12th. Tjikaroca, Feb. 17th. Tjikaroom, Feb. 11th. Tjikembang, Feb. 19th. Tjikamock, Feb. 20th. Tjikaboet, Feb. 25th. Messageries Maritimes. Compiegne, Feb. 12th. Sphinx, Feb. 12th. Andre Lebon, Feb. 26th. General Metzinger, Feb. 26th. Portos, March 13th. Chenonceaux, March 26th. Athos II, April 9th. Nippon Yusen Kaisha. Bengal Maru, to-day. Koyei Maru, to-day. Anyo Maru, to-morrow. Atago Maru, Feb. 1st. Murosan Maru, Feb. 1st. Hakozaki Maru, Feb. 3rd. Morioka Maru, Feb. 4th. Tajima Maru, Feb. 5th. Hakone Maru, Feb. 8th. Kuma Maru, Feb. 8th. Malacca Maru, Feb. 8th. Samba Maru, Feb. 10th. Siberia Maru, Feb. 11th. Sado Maru, Feb. 14th. Hakusan Maru, Feb. 17th. Kanagawa Maru, Feb. 18th. Nagato Maru, Feb. 18th. Shinyo Maru, Feb. 18th. Kaga Maru, Feb. 18th. Rangoon Maru, Feb. 19th. Delagoa Maru, Feb. 20th. Yamagata Maru, Feb. 20th. Suwa Maru, Feb. 22nd. Norddeutscher Lloyd, Bremen. Trier, Feb. 9th. Derfflinger, Feb. 10th. Goettingen, Feb. 29th. Saarbruecken, March 13th. Trave, March 28th. Coblentz, April 10th. Pfalz, April 23th. Peninsular and Oriental. Macedonia, to-morrow. Morea, Feb. 2nd. Kidderpore, Feb. 7th. Khiva, Feb. 15th. Kashgar, Feb. 15th. Mirzapore, Feb. 17th. Malwa, March 1st. Nagpore, March 3rd. Kashgar, March 7th. Kashgar, March 15th. Kashgar, March 21st. Lahore, March 24th. Mantus, March 28th. Jeypore, April 11th. Kashmir, April 11th. Prince Line. Japanese Prince, Feb. 21st. Chinese Prince, March 19th. Royal Packet Hvy. Co. (K.P.M.). Van Heutz, to-day.	January 29th. Ceylon Maru, for Keelung, Chenan, for Canton. Chinkiang, for Canton. D'Artagnan, for Saigon. Hsi Ning, for Swatow. Huichow, for Canton. Kwang Sang, for Canton. Newchwang, for Saigon. Radun, for Shanghai. Pongtong, for Saigon. President Lincoln, for Manila. Seistan, for Singapore. Shantung, for Amoy. Tai Poo Sek, for Kwang Chow Wan. Tjikarak, for Muntok. PASSENGERS. Arrivals. The following passengers arrived on January 29th by the a.s. President Lincoln from Los Angeles and Shanghai:—Mr. Norman G. Beale, Mr. H. Bride, Mr. Chan Leung Pui, Mr. Chan Wu Ting, Mr. Chen Chu Yan, Mr. Chen Min Chow, Mr. Chen Shu Tso, Mr. S. C. Chiu, Mr. Chow Jan Sing, Mr. Chow King Yui, Mr. Frank McDougall Courtney, Mr. Frank R. Diebold, Mr. Kenneth E. Fisher, Mr. Mandel Frankel, Mr. John H. Green, Major and Mrs. Horace Guest, Miss Sara Hing, Miss Mary A. Irvine, Mr. A. E. Kauffeld, Mr. Kong Ging Sang, Mr. Kiyoshi Kuneshta, Miss Lao Kany, Mr. Lay Chuck Hin, Mr. and Mrs. Li Chown Wah, Master Li Hok Wing, Master Li Quing, Mr. Li Yew Nam, Mr. Li Yuk Tong, Mr. Liu Pang Tung, Mr. Lo Kan, Mr. B. B. Maclean, Mr. Harold O. Macenzie, Mr. and Mrs. Erick M. Neck, Mr. Pan Sew Kee, Mr. Frederick Pinnock, Mrs. Mabel Pirell, Mr. and Mrs. John A. Rush, Mr. Robert Rush, Miss Alice Shuster, Mr. Sim Boon, Mr. Walter Small, Mr. Sum Tsz Chuen, Mr. Sum Yut Chuen, Mr. Sze Gee Chee, Mrs. Tsing Wai Yan, Master Tsing Wai Cheung, Master Tsing Yuk Yue, Mrs. Iva B. Thomas, Mr. Leonard Walkinshaw, Mr. Eric J. Wentz, Mr. Wong Ta Yen, Mrs. Esther Wong, Master Wong, Mr. Wong Tse Ming, Mr. Wong Tong, Mr. Wong Oi Kai, Miss Woo Moy, Mr. Hubert Young.

SHIPPING MOVEMENTS.

The R.M.S. Empress of Asia arrived at Kobe on January 28th at 3.30 a.m. and left at 4 p.m. She is due at Yokohama to-day at 9 p.m.
The E. & A. s.s. Arafura will leave for Manila, Iloilo, Port Holland, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne at 4 p.m. on Friday, February 1st.

SUNRISE AND SUNSET.

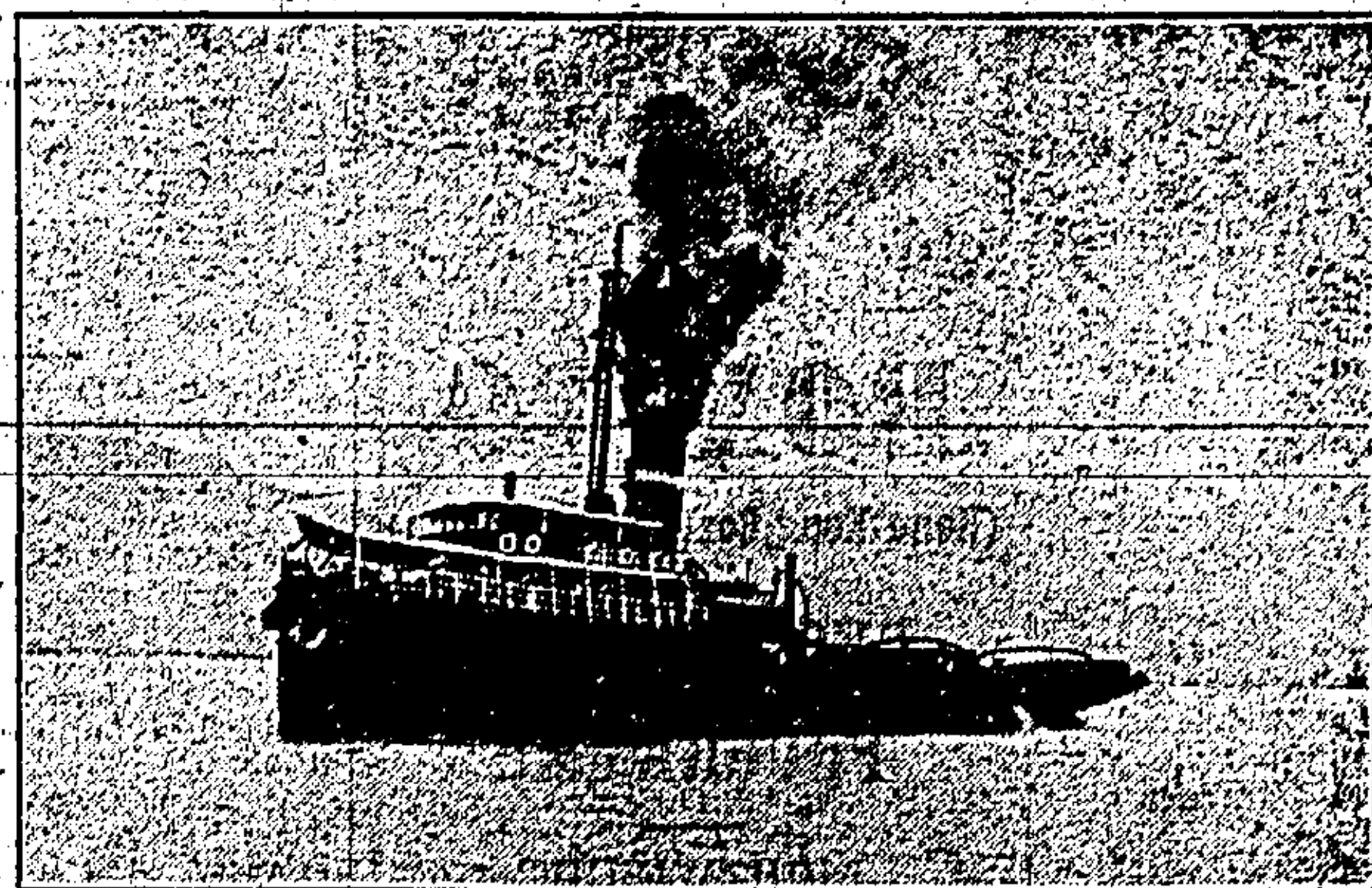
	Sunrise	Sunset
To-day	7.03 a.m.	6.10 p.m.
To-morrow	7.03 "	6.10 "

Swedish East Asiatic Co., Ltd.
Nippon, to-morrow.
Ceylon, Feb. 4th.
With Wilhelmson, Oslo.
Norwegian Africa and Australia Line.
Tennessee, Feb. 7th.
Taifun, Feb. 28th.
Teneriffa, March 28th.

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TO	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG" "KWAISANG" "CHAKSANG" "FOOSHING"	Sun, 3rd Feb., at 7 a.m. Wed, 5th Feb., at 7 a.m. Wed, 13th Feb., at 7 a.m. Sun, 17th Feb., at 7 a.m.
KOBE via KEELUNG, SHANGHAI & MOJI	"HOSANG"	Tues, 5th Feb., at 7 a.m.
OSAKA via MOJI & KOBE	"NAMSANG" "KUTSANG"	Fri, 15th Feb., at 7 a.m. Sun, 24th Feb., at 7 a.m.
STRAITS & CALCUTTA	"FOOKSANG" "YUENSANG"	Satur, 2nd Feb., at 1 p.m. Tues, 12th Feb., at 1 p.m.
SANDAKAN	"MAUSANG" "HINSANG"	Satur, 9th Feb., at Noon Wed, 27th Feb., at Noon
CANTON	"KWAISANG"	Wed, 30th Jan., at 5 p.m.

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Steamship "CARDIGANSHIRE"	(via Oran)	8th March
Motor Vessel "GLENAGARRY"	(via Oran)	3rd April
Motor Vessel "GLENSEHEIL"	(via Oran)	1st May

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENAMOIY"	...	9th Feb.
Motor Vessel "GLENAGARRY"	...	18th Feb.
Motor Vessel "GLENAPP"	...	4th March
Motor Vessel "GLENSEHEIL"	...	18th March
Steamship "CARNARVONSHIRE"	...	1st April

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Pass.	S.S. "TRIER"	...	8th Feb.
Freight	S.S. "Aida"	...	20th Feb.
Freight	S.S. "Lahn"	...	28th Feb.
Pass.	S.S. "SAARBRUECKEN"	...	9th Mar.
Freight	M.S. "Trave"	...	24th Mar.
Pass.	S.S. "COBLENZ"	...	10th April
Freight	S.S. "Pfalz"	...	25th April

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Pass.	S.S. "SAARBRUECKEN"	due here 13th Mar.
Freight	M.S. "Trave"	due here 24th Mar.
Pass.	S.S. "COBLENZ"	due here 10th April
Freight	S.S. "Pfalz"	due here 25th April

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SAILINGS 1929.

Steamers	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF FRANCE	Feb. 13	Feb. 16	Feb. 19	Feb. 21	Mar. 2
EMPERESS OF RUSSIA	Mar. 6	Mar. 9	Mar. 12	Mar. 14	Mar. 23
EMPERESS OF ASIA	Mar. 24	Mar. 27	Mar. 30	Mar. 31	Apr. 8
EMPERESS OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
EMPERESS OF RUSSIA	May 1	May 4	May 7	May 9	May 18
EMPERESS OF ASIA	May 15	May 18	May 21	May 23	June 1
EMPERESS OF FRANCE	June 5	June 8	June 11	June 13	June 22
EMPERESS OF RUSSIA	June 26	June 29	July 2	July 4	July 13
EMPERESS OF ASIA	July 10	July 13	July 16	July 18	July 27
EMPERESS OF FRANCE	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17
EMPERESS OF RUSSIA	Aug. 21	Aug. 24	Aug. 27	Aug. 29	Sept. 7

E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.

Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec
every few days to Liverpool, Southampton, Glasgow,
Antwerp, Cherbourg and Hamburg.

HONG KONG-MANILA SERVICE

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
Feb. 22	Feb. 24	EMPRESS OF RUSSIA	Mar. 1
Mar. 5	Mar. 10	EMPRESS OF ASIA	Mar. 15

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THROUGH BOOKING TO EUROPE AT REDUCED RATES.

#150, #113, #110, #102, #23; VIA SAN FRANCISCO.

#340, #342 VIA JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

KORFA MARU ... Wednesday, 8th Feb.

SEINO MARU ... Wednesday, 20th Feb.

SIBERIA MARU ... Wednesday, 6th Mar.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

HAKONE MARU (Cable Mail) ... Saturday, 9th Feb.

SUWA MARU ... Saturday, 23rd Feb.

FUSHIMI MARU ... Saturday, 9th Mar.

SYDNEY & MELBOURNE via Manila & Ports.

KAGA MARU ... Wednesday, 20th Feb.

TANGO MARU ... Wednesday, 20th Feb.

BOMBAY via Singapore, Penang & Colombo.

KOYEI MARU ... Thursday, 31st Jan.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

ANYO MARU ... Friday, 1st Feb.

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KAWACHI MARU ... Monday, 4th Mar.

NEW YORK via PANAMA.

ATAGO MARU ... Saturday, 2nd Feb.

LIVERPOOL via Port Said, Genoa & Marseilles.

DELAGOA MARU ... Wednesday, 20th Feb.

CAUCUTIA via Singapore, Penang & Rangoon.

BENGAL MARU ... Thursday, 31st Jan.

MALACCA MARU ... Saturday, 9th Feb.

SHANGHAI KOBE & YOKOHAMA.

TOTORI MARU ... Saturday, 2nd Feb.

MURAKI MARU ... Friday, 1st Feb.

HAKOZAKI MARU ... Monday, 4th Feb.

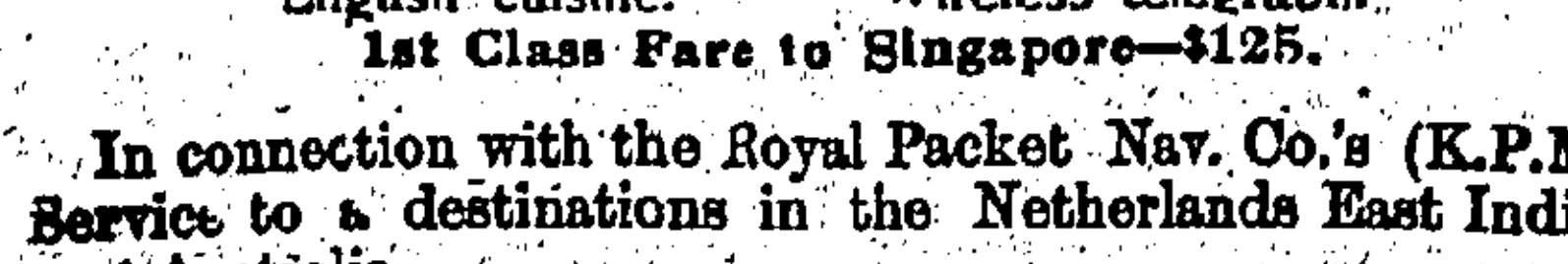
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THE MOTOR VESSEL

"VAN HEUTSZ"

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PENANG, on 31st January, 1929, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.

English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)

Service to destinations in the Netherlands East Indies

and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574. York Buildings, Canton Road.

Shipping News

Daily Statement, Waterfront News.
Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

GOOD IMPORTS AND THROUGH FREIGHT.

HEAVY BRITISH CARRIERS.

The general cargo returns for the 24 hours ended at 9 a.m. were very good. Local imports showed a total far above the average, and through freights were very good. British vessels were heavy carriers and best importers. Twenty-one arrivals and nine departures were shown of which ten arrivals and five departures were British.

Sixteen vessels brought 26,182 tons of general merchandise for this port of which 22,521 tons were contributed by eight British ships. The heaviest carriers were two British vessels. The s.s. Cape Cross from Surabaya had 5,050 tons of sugar, and the s.s. Apocry from Hongkong discharged 4,150 tons of coal.

Cargo for through ports amounted to 18,234 tons, of which 11,063 tons were carried by four British ships. The two best returns were from the s.s. Keemun (British) with 9,200 tons of general merchandise from Liverpool and Singapore; and the s.s. Hakodate Maru (Japanese) from Nagoya and Shanghai with 4,624 tons.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	10	5
American	1	0
Dutch	1	1
French	1	1
Norwegian	1	0
Japanese	2	1
Chinese	5	1
Total	21	9

DETAILS OF FREIGHTS.

Apocry (British) arrived from Hongkong with 4,150 tons of coal for Hong Kong.

Keemun (British) arrived from Birkenhead (Liverpool) and Singapore with 9,200 tons of general cargo for Hong Kong and 9,200 tons for through ports.

Munster Castle (British) arrived from New York and Shanghai with 3,900 tons of kerosene and oil and general merchandise for Hong Kong and 600 tons for through ports.

Padua (British) arrived from London and Singapore with 78 tons of explosives.

Kwaiyang (British) arrived from Bangkok and Hoilow with 2,900 tons of rice and general merchandise for Hong Kong.

Teon (British) arrived from Hoilow and Haiphong with 1,317 tons of general cargo for Hong Kong.

Cape Cross (British) arrived from Surabaya with 5,050 tons of sugar and 100 tons of paraffin wax for Hong Kong.

Kalgan (British) arrived from Bangkok and Swatow with 1,500 tons of rice and wood for Hong Kong.

Shantung (British) arrived from Canton with 500 tons of general cargo for through ports.

Tikarong (Dutch) arrived from Shanghai and Amoy with 530 tons of general cargo for through ports.

Taipeok (French) arrived from Fort Bayard with 600 tons of general cargo for Hong Kong.

Helois (Norwegian) arrived from Bangkok and Swatow with 1,828 tons of rice and general cargo for Hong Kong.

(Continued on next Column).

DAILY WATERFRONT NEWS.

HAMPERING A STEAMER WHILE BERTHING.

S.S. LUNGSHAN AND THE PIER DAMAGED.

Five masters and mistresses of harbour craft, including the master of a motor lighter owned by the Kwong San Hong, were before Commander G. F. Hole, R.N. (retired) for making fast to the s.s. Lungshan, of the Hong Kong, Canton and Macao Steamboat Co., before the vessel had berthed.

The defendants pleaded guilty. A letter from the master of the s.s. Lungshan, Captain B. Thompson, stated that the boats made fast to the vessel before she was berthed and that the motor lighter damaged two pilings and impeded the navigation of the ship, so that it struck the wharf with force sufficient to spring one of the piles.

The Magistrate imposed a fine of \$10 on each defendant and instructed the police officer in charge of the case to produce the master of the motor lighter at a subsequent session.

Boarding The Kinshan Without Permission.

Chan Wah, a shop feli of No. 7, Lee Yuen Street was also summoned for boarding the s.s. Kinshan, without the permission of the master or officer in charge. The defendant failed to appear in Court and his bail of \$20 was estreated.

15 Boat People Fined.

For lying inshore at a distance of less than 100 yards from low water mark during prohibited hours after dark, fifteen masters and mistresses of passenger and cargo boats were before the Marine Magistrate and pleading guilty in all cases they were fined \$10 each with the alternative of 10 days' hard labour.

Work For Kowloon Docks.

The s.s. Emil, Deutsch de la Meurthe (British), arrived here from Balikpapan and Chinkiang and after anchoring at Kowloon Bay moved to the Docks for repairs. The local agents of the vessel are the A.P.C., and the vessel arrived here in ballast to be docked for overhaul. The s.s. Kunning (Chinese) also arrived from Amoy for docking and repairs.

Dangerous Goods.

The P. & O. s.s. Padua (British) arriving here from London and Singapore carried a heavy consignment of Government explosives both for Hong Kong and ports beyond totalling 78 tons. This is the vessel's first visit to the Colony.

The Japanese vessel "Hakodate Maru" arriving from Nagoya and Shanghai carried 250 cases of nitratic acid and 100 cases of sulphuric acid.

Notice To Mariners.

A notification from the Royal Naval Armament Department states that "unserviceable cordite will be burnt at Stonecutter's Rifle Range on Wednesday January 30th, and Friday, February 1st."

(Continued on next Column).

Hakodate Maru (Japanese) arrived from Nagoya and Shanghai with 947 tons of general cargo for Hong Kong and 4,624 tons for other ports.

Anyo Maru (Japanese) arrived from Nagasaki with 134 tons of general merchandise for Hong Kong.

(Continued on next Column).

VESSELS EXPECTED.

Australian-Oriental Line.

Changte, Feb. 4th.

Taiiping, March 8th.

Bank Line.

Polerio, Feb. 1st.

Rosario, March 2nd.

City of Khartoum, Feb. 11th.

City of Guildford, March 3rd.

City of Delhi, March 11th.

City of Khios, March 31st.

City of Lincoln, April 25th.

Ben Line.

Benedi, Feb. 6th.

Blue Funnel Line.

Dolius, to-morrow.

Autolytus, Feb. 1st.

Calchas, Feb. 2nd.

Philoctetes, Feb. 5th.

Patroclus, Feb. 7th.

Idion, Feb. 8th.

Demodocus, Feb. 13th.

Bellerophon, Feb. 20th.

Sarpedon, Feb. 20th.

Euryades, Feb. 24th.

Troilus, Feb. 24th.

Tydamus, Feb. 24th.

Menelaus, March 3rd.

Agamemnon, March 5th.

Antenor, March 7th.

Meriones, March 14th.

Proteus, March 18th.

Keemun, March 20th.

Ajax, March 27th.

Onaf, March 28th.

Diomed, March 31st.

Pyrhus, April 2nd.

Hector, April 4th.

Laomedon, April 5th.

Talthybius, April 9th.

Asphalion, April 14th.

Eurypius, April 20th.

Nelus, April 22nd.

Peleus, April 24th.

Perseus, April 25th.

Dardanus, April 30th.

British-India and Apcar Line.

Tilawa, Feb. 5th.

Talamba, Feb. 10th.

Takliwa, Feb. 12th.

Talma, Feb. 17th.

Canadian Pacific Line.

Empress of Australia, Feb. 13th.

Dollar S.S. Line.

President Lincoln, Feb. 1st.

President Polk, Feb. 4th.

President Polk, Feb. 9th.

Heavy Seas Encountered By Incoming Vessels.

Bad weather and strong monsoon are reported by vessels arriving here yesterday. The s.s. Padua (British) from Singapore reported having encountered a typhoon in Lat. 15 N., and Long. 112 49 E. on January 28th; while the s.s. Cape Cross (British) from Surabaya reported heavy seas and a typhoon in Lat. 9 2 N., and Long. 121 11 E. on January 23rd.

Other vessels report rough weather and continuous rain.

Anchor and Cable Lost At Junk Bay.

The motor-ship Munster Castle which arrived from New York and Shanghai reports having lost her anchor and 15 fathoms of cable at Junk Bay.

Rohu Maru Goes To Assistance Of Ashihara Maru.

News has been received that the s.s. Rohu Maru has proceeded to the assistance of the s.s. Ashihara Maru, which was reported grounded in the Hainan Straits. Another report also stated that the s.s. New Mathilde (British) has gone to her assistance also.

Asiatic Deck Passengers.

Ten vessels brought 421 Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BULMA, GYLFON, INDIA, PERSIAN GULF
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA.
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND.
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GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"ALIPPORE"	5,373	31st Jan., 6 a.m.	Straits, Colombo & Bombay.
"MOREA"	10,953	2nd Feb.	Bombay, Marseilles and London.
"KIDDERPORE"	5,334	7th Feb.	Straits, Colombo & Bombay.
"KASGAR"	9,005	16th Feb.	Marseilles, Casablanca, London and Hull.
"MACDONALD"	11,120	2nd Mar.	Marseilles and London.
"PADUA"	5,907	9th Mar.	Mars, L'don, A'werp, B'dm, H'bg.
"KHIVA"	9,135	16th Mar.	Marseilles, London and Hull.
"KEYBER"	9,114	23rd Mar.	do.
"MALWA"	10,980	30th Mar.	do.
"NADDERA"	10,988	18th Apr.	S'bay, Mars, & London
"KARMALA"	9,128	26th Apr.	Bombay, Marseilles and London
"MANTUA"	10,984	3rd May	Marseilles, London and Hull
"KASHMIR"	8,868	11th May	Bombay, Marseilles and London
"MORCA"	10,953	18th May	Marseilles and London.
"KALYAN"	9,144	8th June	Bombay, Marseilles & L'don.
"RAJPUTANA"	16,568	22nd June	Marseilles and London.
"KASGAR"	9,005	6th July	Bombay, Marseilles and London.
"RANPURA"	16,601	20th July	Marseilles and London.
"KEYBER"	9,114	3rd Aug.	Bombay, Marseilles and London.
"MALWA"	10,980	10th Aug.	Marseilles and London.
"KARMALA"	9,128	18th Aug.	Bombay, Marseilles and London.
"MANTUA"	10,984	25th Sept.	Marseilles and London.
"KASHMIR"	8,868	12th Oct.	Marseilles and London.
"KALYAN"	9,144	26th Oct.	Marseilles and London.

* Cargo only.
Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"SANTHA"	7,754	30th Jan., 2.30	Singapore, Penang & Calcutta

